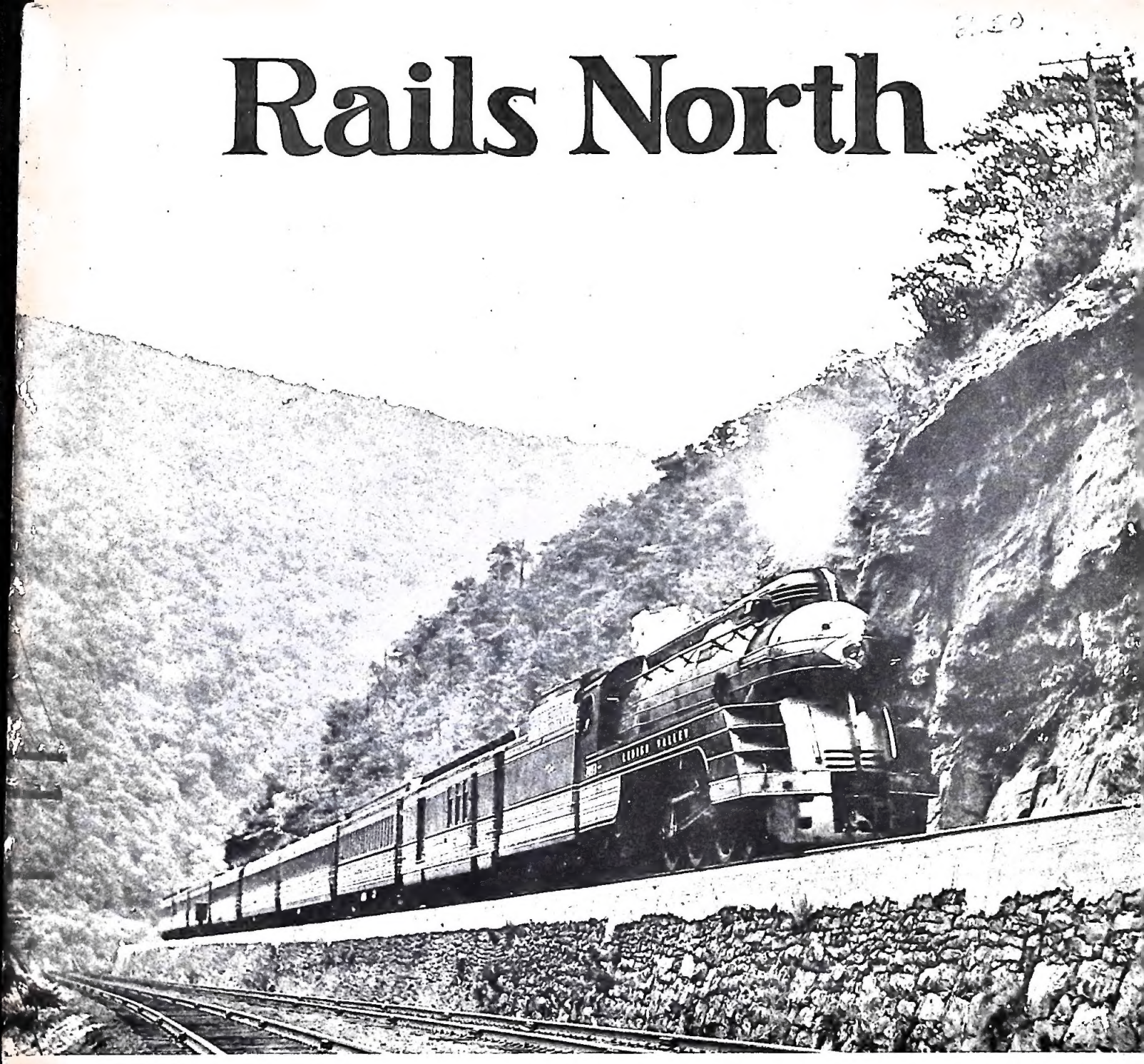
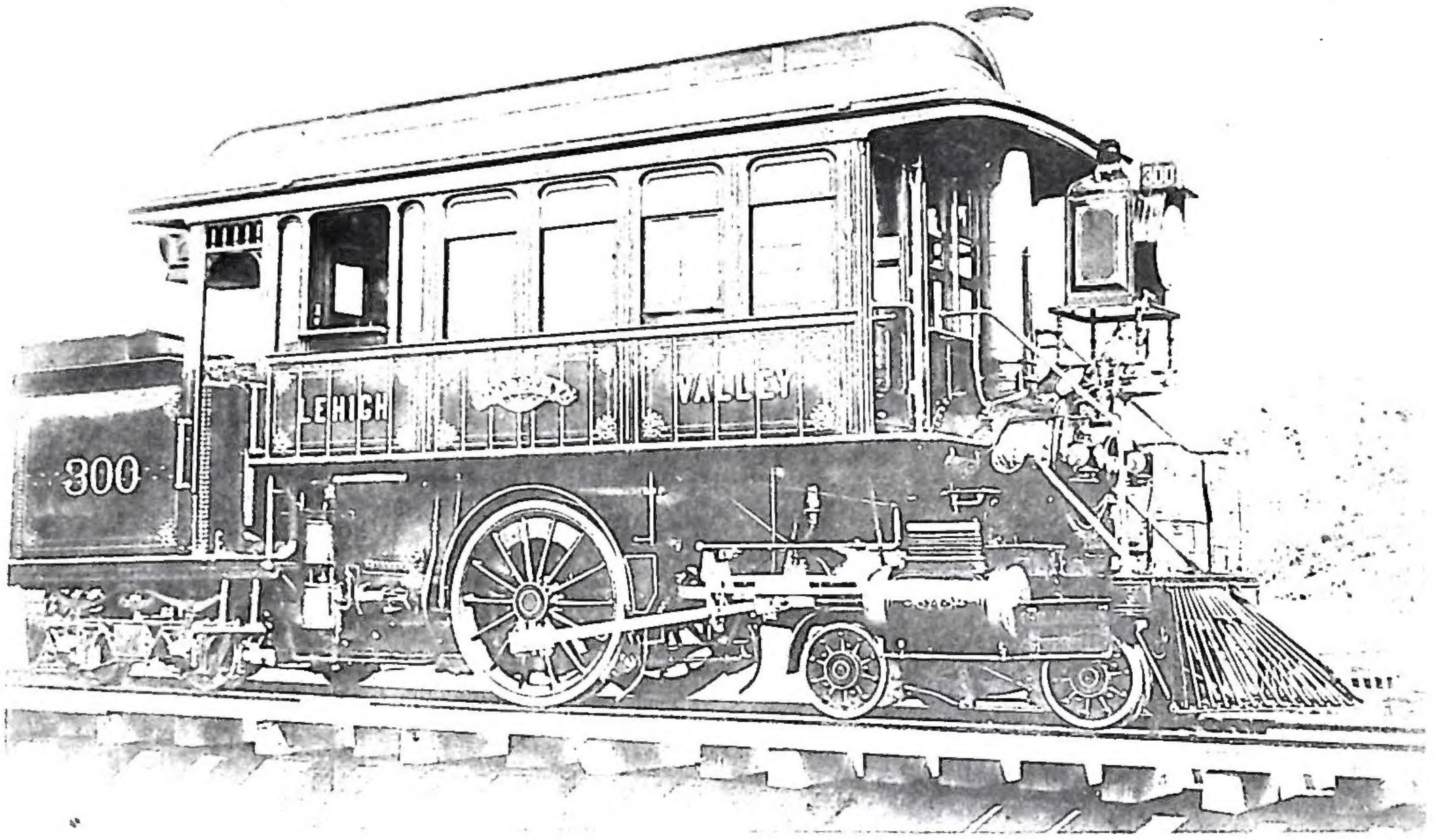
Rails North



Lehigh Valley Railroad



Lehigh Valley inspection engine #300, "Dorothy" as originally built at Wilkes Barre Shops in May, 1884. It was rebuilt twice during its long career. In 1934 it was sold to John Vaughan of Kingston, Pa., who ran it on his estate. After his death in 1936, it was given to F. S. Mitten, then superintendent of the Wyoming division, who had it at his summer home in Bear Creek, Pa. It is believed the engine was later scrapped. At one time, the engine was Number 1 on the Lehigh Valley roster.

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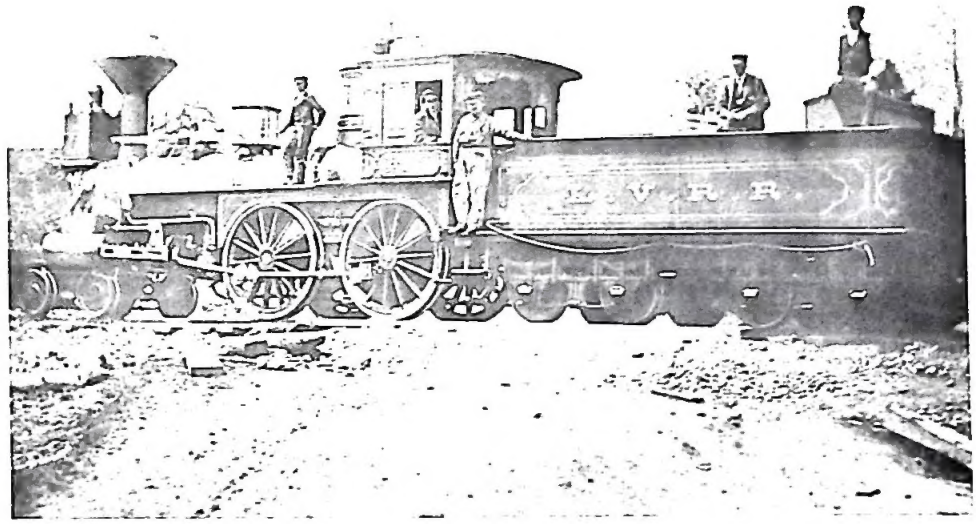
This book was compiled by a group of the chapter members under the leadership of President Albert J. Kallfelz, including Richard F. Palmer, Frederick W. Wengenroth, and Frank M. Klock.

Cover photo shows the streamlined "Black Diamond" heading west near Lehighton, Pennsylvania, about 1946.



The first train arriving in Spencer, New York.

LEHIGH VALLEY RAILROAD

IN NEW YORK STATE

They called it "The Route of the Black Diamond," that 463.5 mile stretch of High Iron through the "Switzerland of America."

Although today a victim of changing times, the Lehigh Valley Railroad, nevertheless, in its time, was considered THE way to travel and THE way to ship. It was a railroad with pride, with its polished fleet of elite passenger trains.

Decade after decade, the Lehigh's flagship, "The Black Diamond Express," scurried newlyweds in comfortable Pullmans to Niagara Falls. So famous was "Number Nine" for this, that it was affectionately nicknamed the "Honeymoon Express."

Then, of course, there was another aspect of the Lehigh — a bit more grimy but nonetheless important. It was coal. Hard coal to be specific. To laymen — anthracite, but to financiers — "black diamonds." This was the lifeblood of the Lehigh.

How many coal trains made their way from the anthracite fields of Pennsylvania to the coal trestle at Fair Haven, no one knows. But there are rusty tracks, memories and scars to prove just how important this commodity was. Branches spread like roots to tap even the most remote vein of Lehigh anthracite.

Last but not least, there were those colorful branchlines of Upstate New York with their unforgettable 1000 series "Combos" tacked on the rear of the local freight, in which, if not in a hurry, one would eventually reach his destination.

Such experiences of riding these branchlines are fondly remembered only by the "purest" of the railfan set. But a jolting "excursion" through the weeds with tree limbs poking into the windows was often rewarded by the crew posing their "Mother Hubbard" for you on the turntable at Naples or Canastota.

Those branchlines were entities unto themselves. It seems hard to believe that right into the 1960's one could still find a station agent stoking up the potbellied stove while jets flew overhead.

While other railroads had long since abandoned branchlines, the Lehigh held on like flypaper. For it was the prevailing philosophy that if you dry up the creeks, you have nothing to keep the river flowing. Railroads were built to serve the people and the Lehigh did its best to live up to this expectation until in most cases, it was no longer economically feasible to do so.

The "Varnish," anthracite and branchlines. This was the Lehigh rolled into one ball of wax. The Lehigh was many things to many people, but it all came out Cornell Red.

L. V. #251 with a train on the Cayuga Division.

A BRIEF HISTORY . . .

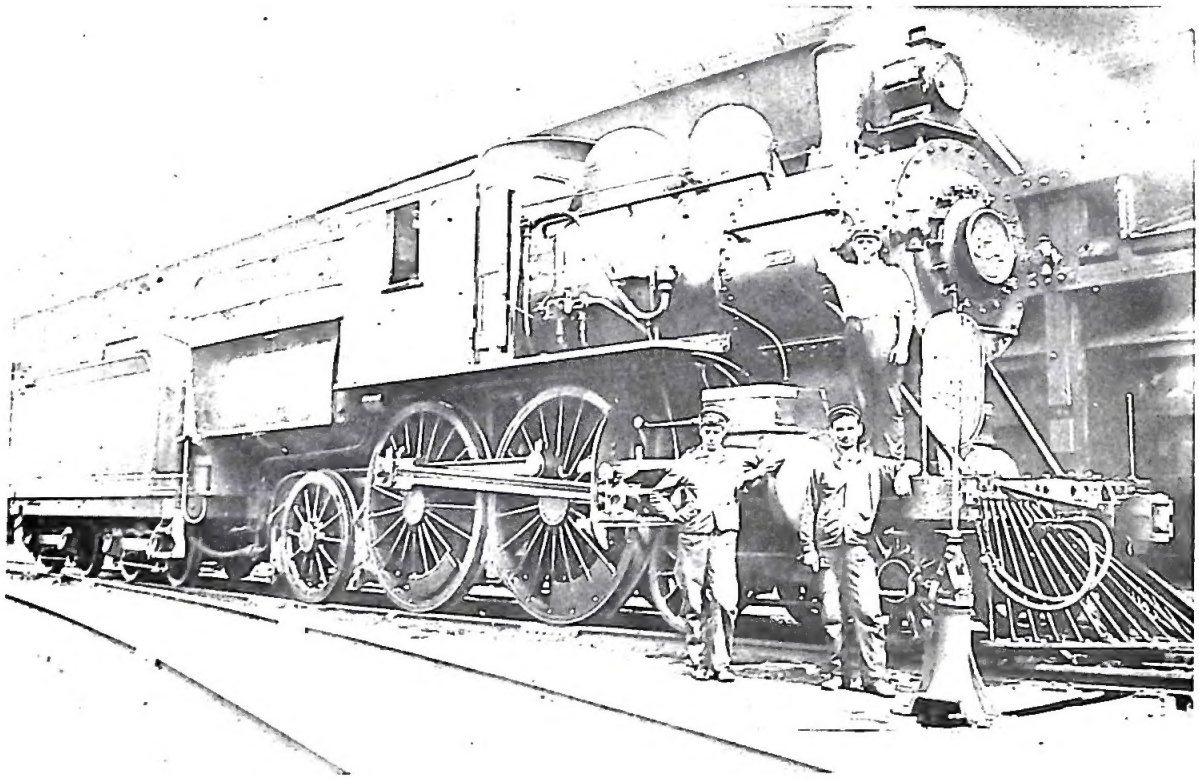
The Lehigh Valley, projected by Asa Packer, was incorporated April 21, 1846. Its original name, Delaware, Lehigh, Schuykill & Susquehanna, was changed to the Lehigh Valley Railroad Company in 1853. Its original purpose was to transport anthracite between the mines near Mauch Chunk (Jim Thorpe), Pennsylvania and the Delaware River at Easton. Construction commenced in 1851 and was completed in 1855. Under the guiding light of Asa Packer, the railroad was greatly expanded with branchlines built to tap the anthracite fields of eastern Pennsylvania.

In 1867, rails finally reached Waverly, New York, where a connection was made with the Erie Railroad. Arrangements were made to lay a third rail along the then six-foot gauge Erie to enable the Lehigh Valley equipment to run through to Buffalo.

The year 1870 witnessed further expansion as the Lehigh gained trackage rights over the new Southern Central railroad from Sayre to Auburn. When this line was extended to Fair Haven on Lake Ontario, another outlet for Lehigh coal was available.

Many other rail lines were being built during this era which were later destined to become part of the Lehigh Valley. The Montrose Railroad in Pennsylvania, the Pennsylvania and New York Railroad

One of the early "Mother Hubbard" Atlantic type locomotives. #674 Class F-4, built by Baldwin in 1900.

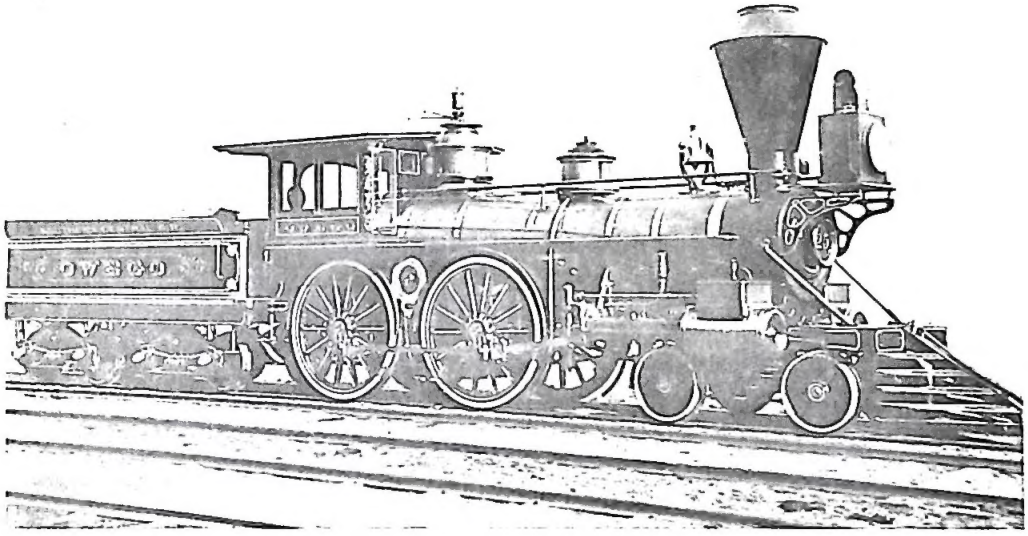


and Canal Company in Pennsylvania, the Elmira, Cortland and Northern in Central New York and the Easton and Amboy in New Jersey. The Geneva, Ithaca & Athens Railroad (later changed to Geneva, Ithaca & Sayre Railroad) came under control of the Lehigh in 1877 as part of a plan to obtain their own route into Buffalo. In 1883, a subsidiary company was set up to build a line from Buffalo east to Lancaster and then on to Geneva to link up with the main line and give the Lehigh its own right of way from Buffalo to the New Jersey coast.

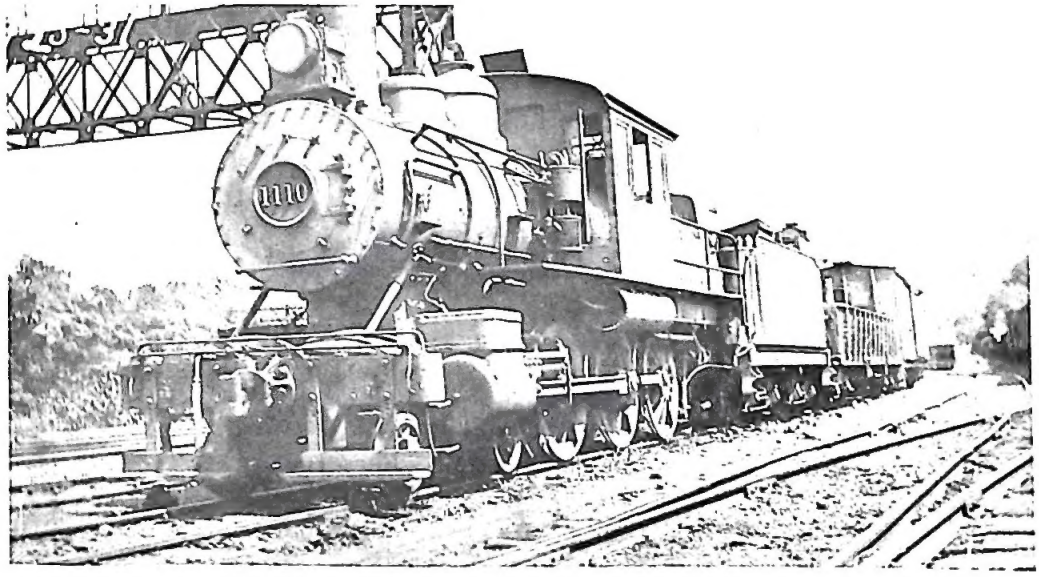
After completion of the through route, in 1899, both passenger and freight traffic increased, necessitating double tracking of the main line and the rebuilding of the bridges. Motive power was constantly upgraded and improved as the trains became heavier. The Lehigh Valley centralized all locomotive building and repair facilities at the Sayre shops. This was the third largest railroad owned shop area when established in 1904. Up to 1700 men were employed during periods of peak employment. They were able to turn out one new or completely rebuilt steam locomotive every working day.

During the 30's, the hard coal market steadily dwindled as users converted to oil and natural gas. The large coal docks at Fair Haven were shut down. The Lehigh was able to acquire enough other general freight to see it through the depression.

The Lehigh Valley, like the rest of the nation's railroads, played an important role in the defense effort of World War II. Two important training bases were established on the line; Sampson Naval Training Station, near Geneva, New York, and Camp Kilmer, in New Jersey. Many thousands of soldiers and sailors had their first experience with train riding on the trip to basic training via the Lehigh Valley. The wartime traffic produced many long and heavy trains which taxed the motive power to the limit.

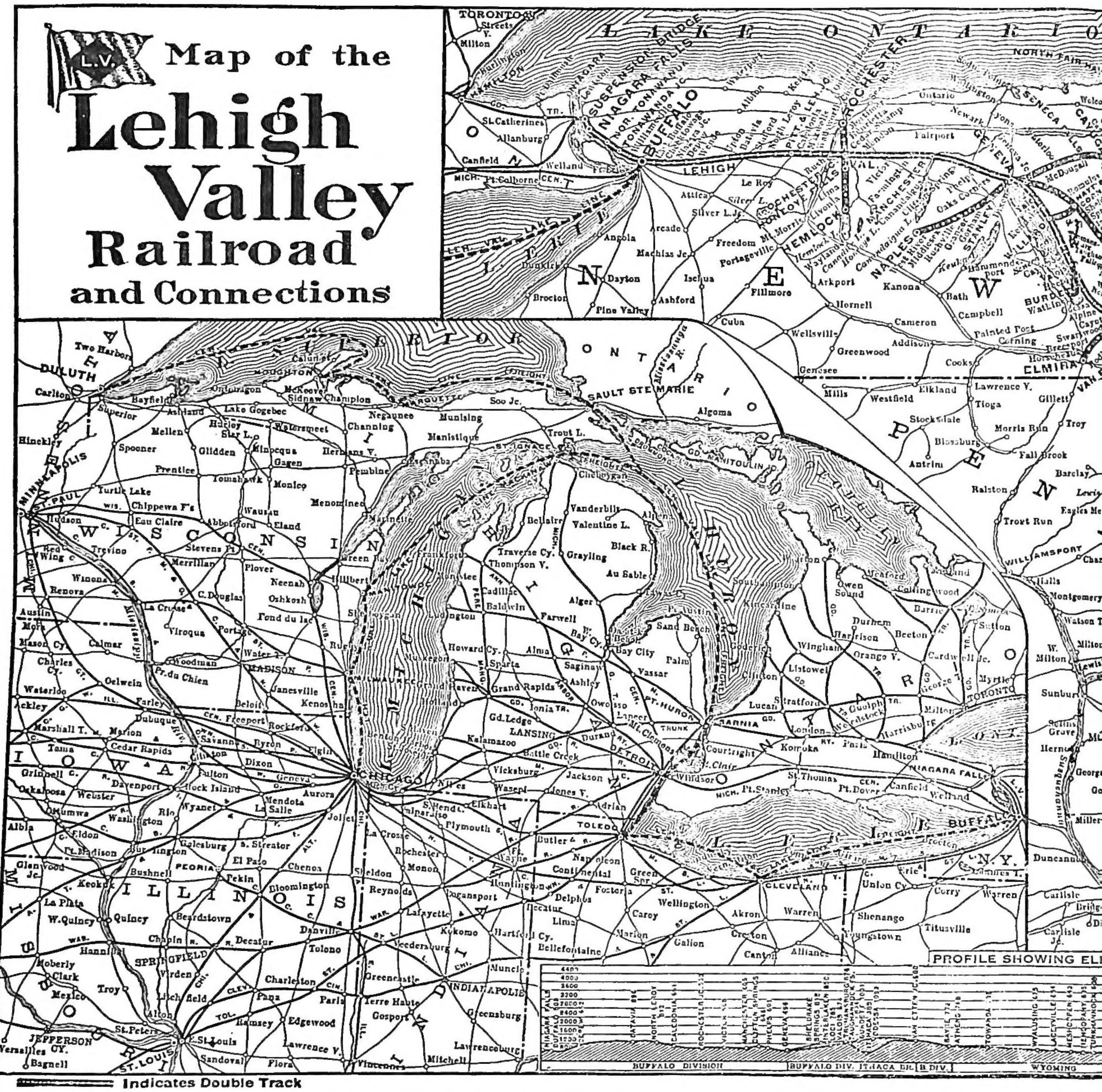


Builder's photo of Southern Central #25, "Owego," Built by Taunton Locomotive Works in 1870.



Lehigh Valley #1110 at Allentown, Pennsylvania, on September 25, 1931. This J-23 class 4-6-0 "Mother Hubbard" was built by Baldwin in 1892.

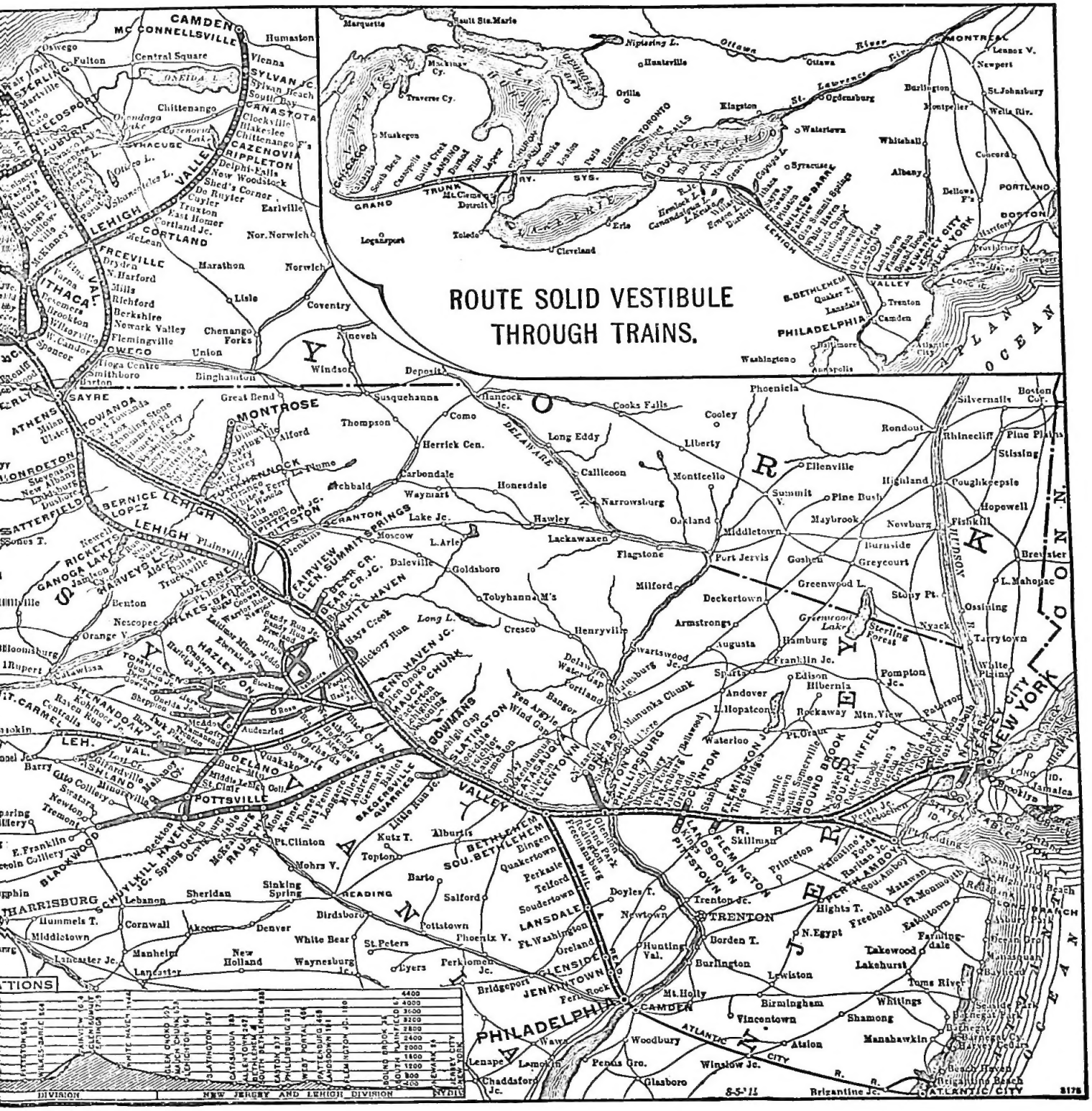
Map of the Lehigh Valley Railroad and Connections



This map is from the January 26, 1916 Lehigh Valley timetable during an era when track mileage was about at its maximum.

The present day trackage of the Lehigh is greatly reduced. The Hemlock branch was cut back to Lima in 1970. The Naples branch has been cut back to Rushville in 1971.

The Elmira, Cortland & Northern has been reduced through a series of abandonments to a short stretch of track from East Ithaca through Freeville to Cortland. The Southern Central from Fair Haven to Sayre has been cut back to a small stretch of track near Auburn, and the remaining line from Moravia south to Sayre.



The Ithaca to Geneva line was abandoned shortly after passenger service was terminated. The service from Geneva over to Auburn has been rerouted over the Penn Central tracks and the Lehigh lines have been torn up.

The various lines in Pennsylvania were consolidated as the coal fields were expended.

The double track main line has largely been reduced to one track with passing sidings by the use of centralized traffic control.

MAIN LINE—EASTWARD—Niagara Falls, Buffalo, Rochester, Geneva, Ithaca, Wilkes-Barre

Table 2

STATIONS	Miles	30 Daily Ex. Sun.	122 Daily Ex. Sun.	140	8	128	120	10	126	132	130	4	6	2
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
Suspension Bridge..... Lv	0.0	.....	.....	.....	4 45	.....	.....	.....	.....	.....	.....	.....	8 20	8 50
Niagara Falls.....	1.8	.....	.....	.....	4 52	.....	.....	.....	.....	.....	.....	.....	8 27	8 58
Buffalo.....(See Table 23)	0.0	.....	.....	.....	c5 10	.....	.....	9 30	.....	.....	4 00	8 30	9 00	11 05
Depew.....	9.9	.....	.....	.....	5 35	.....	.....	.....	.....	.....	4 22	.....	9 16	.....
Batavia.....	37.1	.....	.....	.....	.....	.....	.....	a10 16	.....	.....	5 01	m9 16	.....	.....
Stafford.....	42.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 09	.....	.....	.....
North Leroy.....	47.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 16	.....	.....	.....
P. & L. Junction.....	53.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 25	.....	.....	.....
Caledonia.....	54.7	.....	.....	.....	.....	.....	.....	b10 34	.....	.....	5 29	m9 34	.....	.....
Wadsworth.....	60.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	f5 38	.....	.....	.....
Rush.....	65.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 46	.....	.....	.....
Rochester Jct..(See Table 22) Ar	68.1	.....	.....	.....	6 50	.....	.....	10 48	.....	.....	5 49	9 48	.....	.....
Rochester, Court St. Bridge. Lv	81.1	.....	.....	.....	5 50	7 45	.....	10 20	.....	.....	5 20	9 25	.....	.....
Rochester Junction..... Lv	68.1	.....	.....	.....	6 55	8 15	.....	10 53	.....	.....	5 56	9 55	.....	.....
Mendon.....	73.0	.....	.....	.....	.....	8 23	.....	.....	.....	.....	6 07	.....	.....	.....
Victor.....	78.4	.....	.....	.....	.....	8 31	.....	.....	.....	.....	6 15	.....	.....	.....
Farmington.....	82.8	.....	.....	.....	.....	8 40	.....	.....	.....	.....	6 22	.....	.....	.....
Manchester.....	87.9	.....	.....	.....	.....	8 50	.....	.....	.....	.....	6 30	.....	.....	.....
Clifton Springs.....	93.2	.....	.....	.....	f7 33	8 57	.....	11 26	.....	.....	6 39	e10 36	.....	.....
Phelps.....	96.7	.....	.....	.....	.....	f9 03	.....	.....	.....	.....	f6 45	.....	.....	.....
Oaks Corners.....	99.2	.....	.....	.....	.....	f9 08	.....	.....	.....	.....	f6 49	.....	.....	.....
Geneva.....(See Table 25) Ar	103.1	.....	.....	.....	7 54	9 15	.....	11 41	.....	.....	7 00	10 51	11 21	1 1[illegible]
Geneva..... Lv	103.1	.....	.....	.....	7 54	9 35	9 40	11 41	.....	3 45	7 00	10 51	11 21	1 1[illegible]
MacDougal.....	111.1	.....	.....	.....	.....	10 00	.....	.....	.....	.....	7 14	.....	.....	.....
Romulus.....	115.8	.....	.....	.....	.....	10 10	.....	.....	.....	.....	7 23	.....	.....	.....
Hayt's Corners..(See Table 24)	120.2	.....	.....	.....	.....	10 19	.....	.....	.....	.....	7 32	.....	.....	.....
Sheldrake Springs.....	123.4	.....	.....	.....	.....	10 26	.....	.....	.....	.....	7 38	.....	.....	.....
Interlaken.....	126.7	.....	.....	.....	.....	10 37	.....	.....	.....	.....	7 47	.....	.....	.....
Covert.....	129.9	.....	.....	.....	.....	f10 41	.....	.....	.....	.....	7 52	.....	.....	.....
Trumansburg.....	132.9	.....	.....	.....	.....	10 48	.....	.....	.....	.....	8 01	.....	.....	.....
Taughannock Falls.....	135.0	.....	.....	.....	.....	10 52	.....	.....	.....	.....	8 05	.....	.....	.....
Willow Creek.....	137.1	.....	.....	.....	.....	f10 56	.....	.....	.....	.....	8 08	.....	.....	.....
Ithaca.....(See Table 21) Ar	143.7	.....	.....	.....	8 55	11 15	.....	12 37	.....	.....	8 15	11 51	.....	.....
Ithaca..... Lv	143.7	.....	.....	.....	8 55	11 15	.....	12 37	.....	.....	8 35	11 51	.....	.....
Newfield.....	149.4	.....	.....	.....	.....	11 23	.....	.....	.....	.....	8 45	.....	.....	.....
West Danby.....	153.4	.....	.....	.....	.....	11 41	.....	.....	.....	.....	f8 55	.....	.....	.....
North Spencer.....	157.6	.....	.....	.....	.....	11 53	.....	.....	.....	.....	9 07	.....	.....	.....
Spencer.....(See Table 19)	161.7	.....	.....	.....	.....	12 08	.....	.....	.....	.....	9 13	.....	.....	.....
Van Etten.....(See Table 19)	164.2	.....	.....	.....	.....	12 22	.....	.....	.....	.....	9 29	.....	.....	.....
Yale (Varick).....	110.5	.....	.....	.....	.....	.....	9 58	.....	.....	3 59	.....	.....	.....	.....
Kendaia.....	115.4	.....	.....	.....	.....	.....	10 08	.....	.....	4 09	.....	.....	.....	.....
Gilbert.....	120.7	.....	.....	.....	.....	.....	10 18	.....	.....	4 18	.....	.....	.....	.....
Lodi.....	124.6	.....	.....	.....	.....	.....	10 25	.....	.....	4 27	.....	.....	.....	.....
Caywood.....	128.0	.....	.....	.....	.....	.....	10 32	.....	.....	4 35	.....	.....	.....	.....
Valois.....	130.4	.....	.....	.....	.....	.....	10 36	.....	.....	4 41	.....	.....	.....	.....
Hector.....	133.0	.....	.....	.....	.....	.....	10 41	.....	.....	4 48	.....	.....	.....	.....
Burdett (Watkins Glen).....	138.3	.....	.....	.....	.....	.....	10 55	.....	.....	5 00	.....	.....	.....	.....
Odessa.....	145.4	.....	.....	.....	.....	.....	11 12	.....	.....	5 14	.....	.....	.....	.....
Alpine.....	149.4	.....	.....	.....	.....	.....	11 22	.....	.....	5 23	.....	.....	.....	.....
Cayuta.....	151.7	.....	.....	.....	.....	.....	11 27	.....	.....	5 28	.....	.....	.....	.....
Lockwood.....	168.6	.....	.....	.....	.....	12 39	12 05	.....	.....	5 55	9 41	.....	.....	.....
East Waverly.....	174.6	.....	.....	.....	.....	12 49	12 14	.....	.....	6 04	9 49	.....	.....	.....
Sayre...(See Tables 15A-18) Ar	176.6	.....	.....	.....	9 52	12 55	12 20	1 30	.....	6 10	9 55	12 44	12 52	2 55
Sayre..... Lv	176.6	.....	6 15	9 30	9 57	.....	.....	1 35	4 35	6 15	.....	12 49	1 01	3 00
Athens.....	177.9	.....	6 20	9 35	.....	.....	.....	.....	4 39	6 20	.....	.....	.....	.....
Milan.....	181.9	.....	6 26	9 45	.....	.....	.....	.....	4 47	6 28	.....	.....	.....	.....
Ulster.....	186.2	.....	6 33	9 55	.....	.....	.....	.....	4 55	6 36	.....	.....	.....	.....
Towanda.....(See Table 16)	192.8	.....	6 54	10 35	10 19	.....	.....	1 55	5 10	6 50	.....	1 09	1 21	.....
East Towanda.....	194.1	.....	7 00	10 40	.....	.....	.....	.....	5 14	.....	.....	.....	.....	.....
Wysox.....	196.5	.....	7 05	11 05	.....	.....	.....	.....	5 22	.....	.....	.....	.....	.....
Standing Stone.....	200.6	.....	7 13	11 20	.....	.....	.....	.....	5 29	.....	.....	.....	.....	.....
Rummerfield.....	203.6	.....	7 21	11 27	.....	.....	.....	.....	5 38	.....	.....	.....	.....	.....
Homets Ferry.....	207.5	.....	7 30	f11 42	.....	.....	.....	.....	5 47	.....	.....	.....	.....	.....
Wyalusing.....	213.3	.....	7 42	12 15	.....	.....	.....	.....	5 59	.....	.....	.....	.....	.....
Laceyville.....	222.5	.....	8 01	12 45	.....	.....	.....	.....	6 13	.....	.....	.....	.....	.....
Meshoppen.....	230.7	.....	8 22	1 15	.....	.....	.....	.....	6 39	.....	.....	.....	.....	.....
Mehoopany.....	233.5	.....	8 32	1 35	.....	.....	.....	.....	6 47	.....	.....	.....	.....	.....
Vosburg.....	236.3	.....	8 38	2 05	.....	.....	.....	.....	6 54	.....	.....	.....	.....	.....
Tunkhannock...(See Table 17)	240.6	.....	8 51	2 20	11 16	.....	.....	2 52	7 09	.....	.....	2 07	.....	4 18
Falls.....	251.8	.....	9 14	.....	.....	.....	.....	.....	7 33	.....	.....	.....	.....	.....
Ransom..... Ar	257.0	.....	9 27	.....	.....	.....	.....	.....	7 43	.....	.....	.....	.....	.....
Pittston Junction..... Lv	262.3	.....	9 42	.....	.....	.....	.....	.....	7 58	.....	.....	.....	.....	.....
Pittston.....	263.6	8 00	9 49	.....	11 50	.....	.....	3 25	8 03	.....	.....	2 40	2 53	4 52
Wilkes-Barre. (See Table 16) Ar	271.6	8 15	10 05	.....	12 02	.....	.....	3 37	8 20	.....	.....	2 52	3 05	5 05
		AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM
		30	122	140	8	128	120	10	126	132	130	4	6	2

Mixed train; time shown is contingent upon handling of freight.

THE BLACK DIAMOND

Ithaca-New York Sleeper

Rochester-New York Sleeper

Equipment

No. 2—Philadelphia-New York Express—Daily

Sleeping Cars... Chicago to Philadelphia — D. R. (M.C.R.R.)
Toronto to Philadelphia — D. R. (C.N.Rys.)
Buffalo to New York—D. R. Open for occupancy 9.30 P. M.
Buffalo to Philadelphia—D. R. Open for occupancy 9.30 P. M.
Parlor Cafe Car. Toronto to Niagara Falls, Ont.
Dining Car..... Wilkes-Barre to New York.
Bethlehem to Philadelphia.
Coaches..... Toronto to Buffalo.
Buffalo to New York.
Bethlehem to Philadelphia.
(Extra fare of $6.00 between Chicago and Newark, Jersey City or New York.)

No. 4—The Philadelphian—Daily

Sleeping Cars... Detroit to Philadelphia — D. R. (M.C.R.R.)
Buffalo to Philadelphia—D. R.
Open 9:00 P. M. { Rochester to Rochester to Philadelphia—D. R. / Rochester to New York, From Sayre to New York in Train No. 6. / Ithaca to New York, Wilkes-Barre to Philadelphia. }
Coaches..... Buffalo to Philadelphia.

No. 6—The Lehigh Limited—Daily

Sleeping Cars.... Toronto to New York — D. R. — 2 compt.—10 sec. (C.N.Rys.)
Buffalo to New York—D. R.
Via Train No. 4 to Sayre { Rochester to New York—D. R. / Ithaca to New York—D. R. }
Wilkes-Barre to New York. Open for occupancy 9.00 P. M.
Buffet Lounge Car..... Buffalo to New York.
Dining Car..... Toronto to Niagara Falls, Ont.
Easton to New York.
Coaches..... Toronto to Buffalo.
Buffalo to New York.
(Coach passengers Toronto to New York change at Depew.)

No. 8—The New Yorker—Daily

Sleeping Cars... Chicago to New York — D. R. (C.N.Rys.)
Chicago to Buffalo—D. R. (C.N.Rys.)
Parlor Cars.... Suspension Bridge to New York — D. R.
Wilkes-Barre to Philadelphia—D. R.
Dining Car..... Chicago to Port Huron.
Geneva to Easton.
Through baggage car with bonded compartment, Chicago to New York.
Coaches..... Chicago to New York.
Wilkes-Barre to Philadelphia.

No. 10—The Black Diamond—Daily

Sleeping Car... Chicago to New York — D. R. (M.C.R.R.)
Parlor Cars.... Buffalo to New York—D. R.
Buffalo to Philadelphia—D. R.
Wilkes-Barre to New York—D. R.
Dining Car..... Buffalo to New York. (Ready for breakfast service 8:30 A. M. in L. V. Buffalo Station.) Serving all meals.
Bethlehem to Philadelphia.
Coaches..... Buffalo to New York.
Buffalo to Philadelphia.

No. 30—Wilkes-Barre Express
Daily Except Sunday

Parlor Cars..... Wilkes-Barre to New York—D. R.
Wilkes-Barre to Philadelphia—D. R.
Hazleton to New York—D. R.
Dining Car..... Easton to New York.
Coaches..... Pittston to Wilkes-Barre.
Wilkes-Barre to New York.
Wilkes-Barre to Philadelphia.

Sleeping cars arriving at destinations in the morning may be occupied until 8.00 A. M.

† Daily except Sunday.

a Will stop to take on passengers for Geneva and points east thereof.

b Will stop to take on passengers for Philadelphia, Newark and New York.

c Connecting train.

e Will stop to let off passengers from Rochester and points west and to take on passengers for Ithaca and points east.

f Will stop on signal.

m Will stop to take on passengers for Philadelphia, Newark and New York, provided arrangements are made with agent at this station before 5.00 P. M.; passengers for New York should change at Geneva to Train No. 6.

Very extensive main line passenger services were provided by the Lehigh Valley and its connections, as shown in this page from the September 28, 1924 timetable. The Lehigh offered two routings of through cars to Chicago; Grand Trunk-Canadian National via Niagara Falls, Hamilton, London, Grand Rapids to Chicago; or Michigan Central from Buffalo through Detroit and on to Chicago. #8 left Chicago at 12:45 p.m. arriving in New York at 5:45 p.m. the following day over the Grand Trunk-Canadian National route. #2 left Chicago at 12:45 p.m. arriving in New York at 10:36 a.m., the following day, via the Michigan Central route.

With the exception of the "Black Diamond," all the other names were changed over the years. Some thirty years hence would find "The Maple Leaf" handling the Toronto and New York-Philadelphia traffic. "The Star" (westbound only, "The Major" being the eastbound train) would be the late-night departure from Buffalo. The Philadelphia connection via the Reading and the connection to Toronto would remain until the last day of passenger service.

The Buffalo terminal, on Lower Main Street near Scott Street, was the largest on the Lehigh Valley east of Penn Station. This large stone colonnaded station bustled with activity from the time it was built in 1915 until the construction of the New York State Thruway forced its replacement with a much smaller depot at Dingens and South Ogden Streets on August 11, 1955. The old station was demolished in 1960, and a new state office building erected on the site.

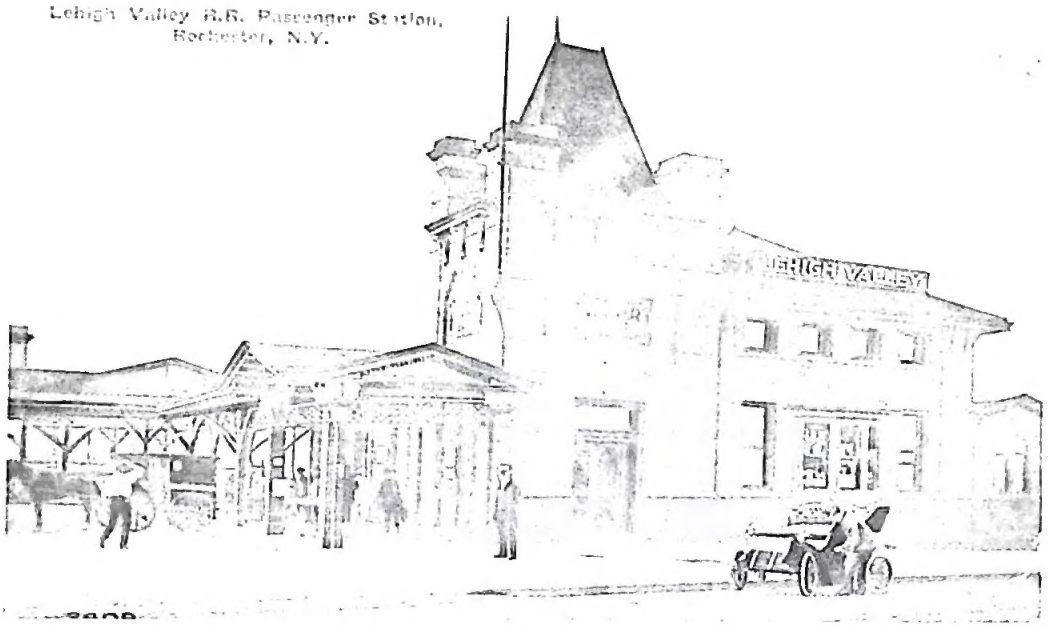
Compare this timetable to the one on Page 34. Keep in mind that this timetable represents at most one-quarter of the mainline service while the other is a system timetable.

The Lehigh's route could not compete timewise with the other New York to Buffalo rail lines, but the scenic beauty along the winding route through the Alleghenies tended to compensate for the extra time, especially on the day trains.

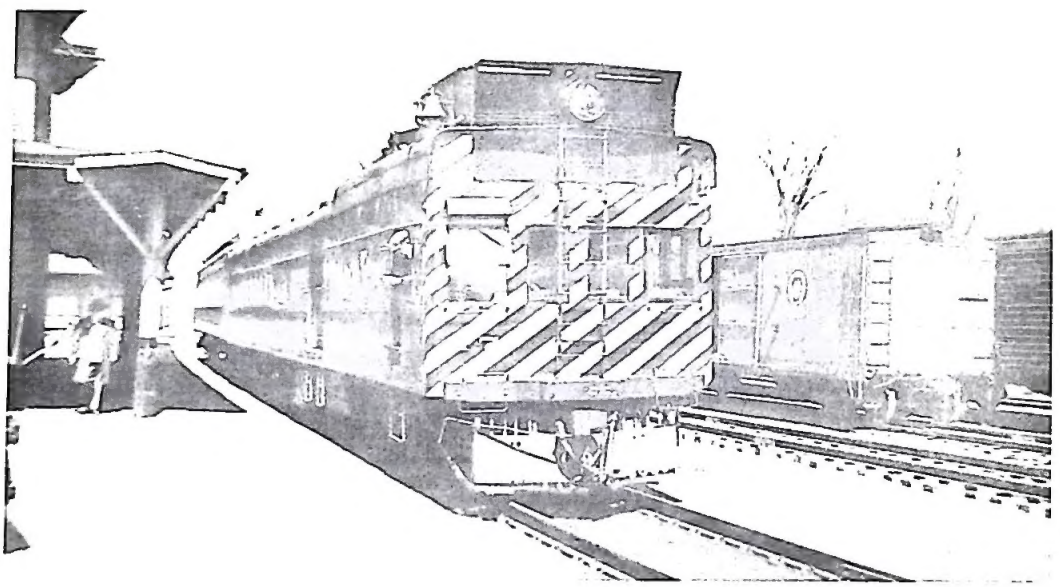
The main line to New York City followed a relatively easy grade from Buffalo to Depew where it met the line from Suspension Bridge and Canada. A vast yard and servicing facility was maintained at Manchester, which was also the train crew change point between Sayre and Buffalo.

At Geneva the line split with most passenger trains taking the line through Ithaca while most of the freight took the line along Seneca Lake on account of its easier grades. The two lines rejoined again at VanEttan Junction, south of Ithaca, and continued on to Sayre.

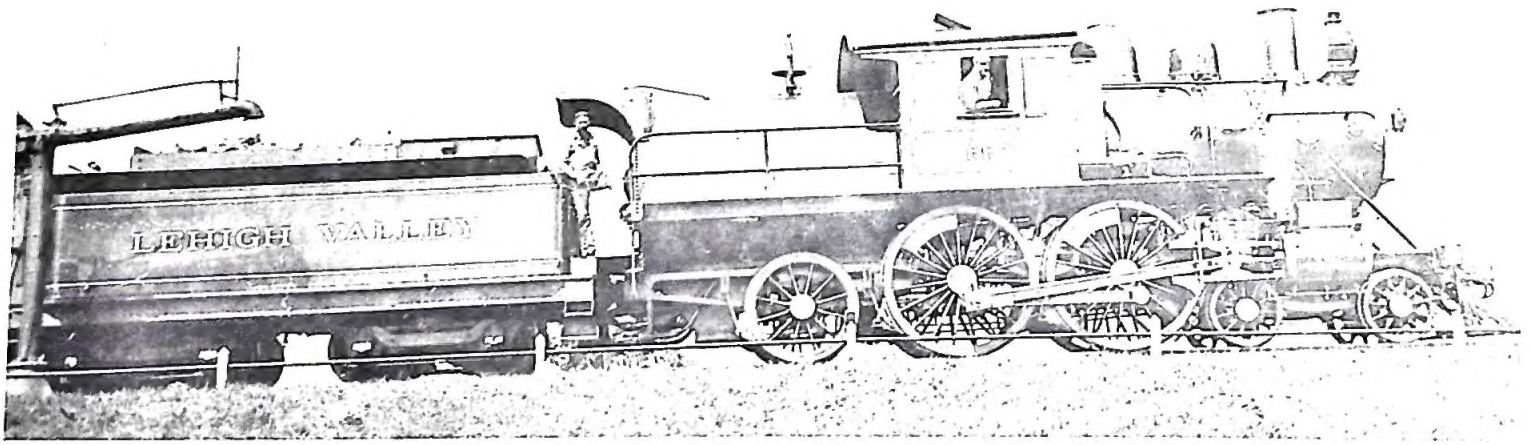
The gentle rolling hills and fruit fields of New York State were in sharp contrast to the winding mountain curves encountered in Pennsylvania.



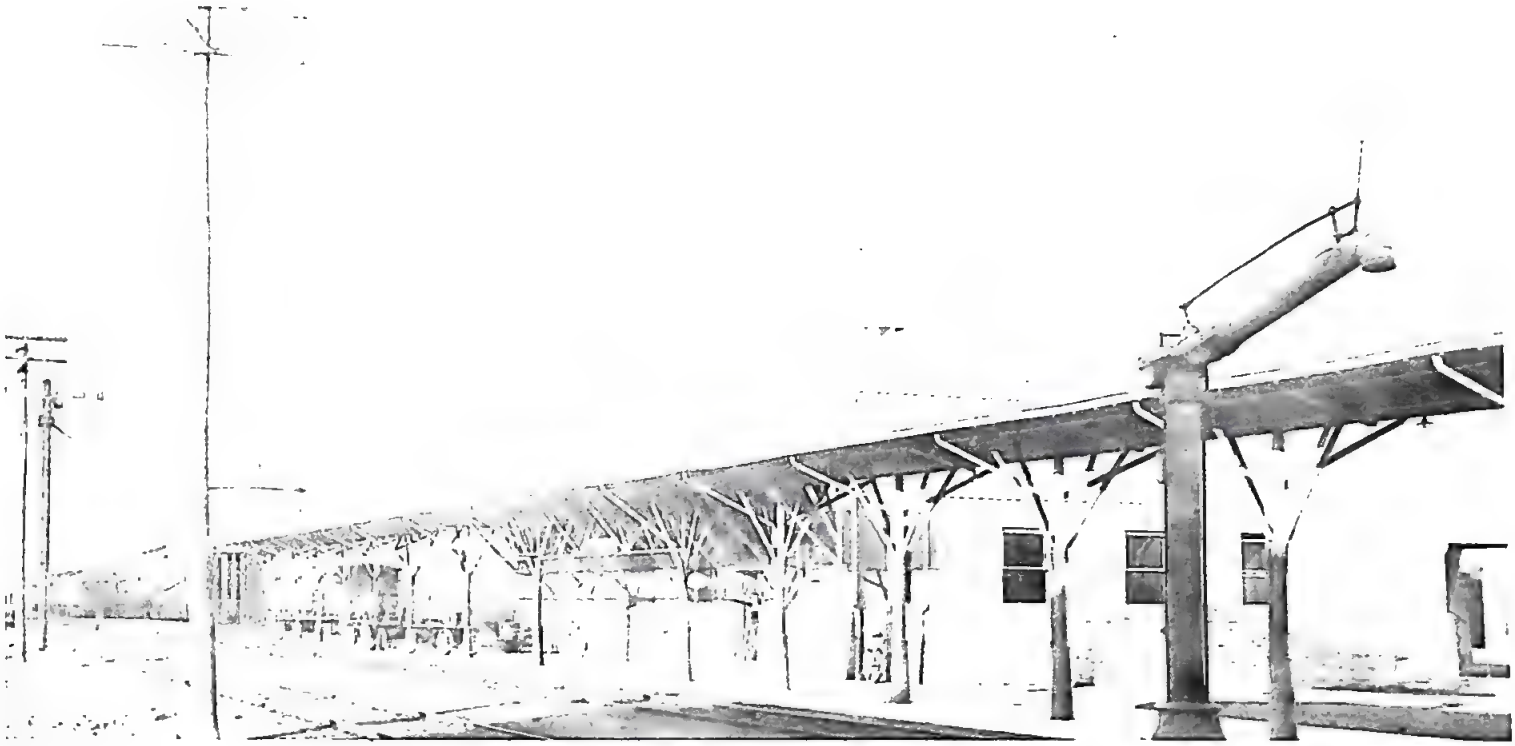
Built in 1905, the Lehigh Valley station in Rochester, at Court Street Bridge, served the Rochester branch until passenger service was discontinued in the early 1950's. The station has somehow escaped being a victim of Urban Renewal and still stands.



In later years, gas-electric motor cars, "doodlebugs" were used on the branches. Here a gas car awaits the arrival of the "Black Diamond" at Rochester Junction, on May 2, 1948, to provide the connection to Rochester.

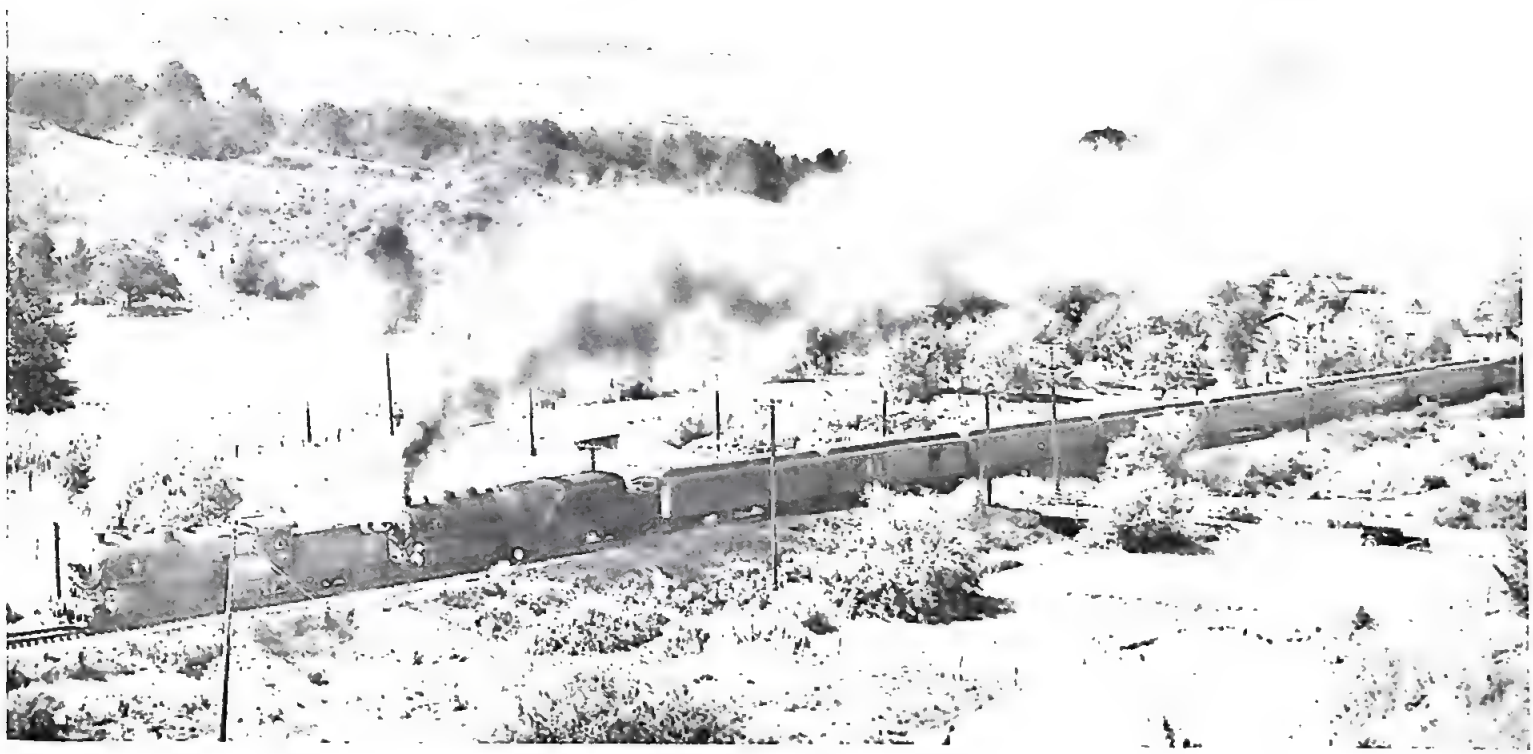


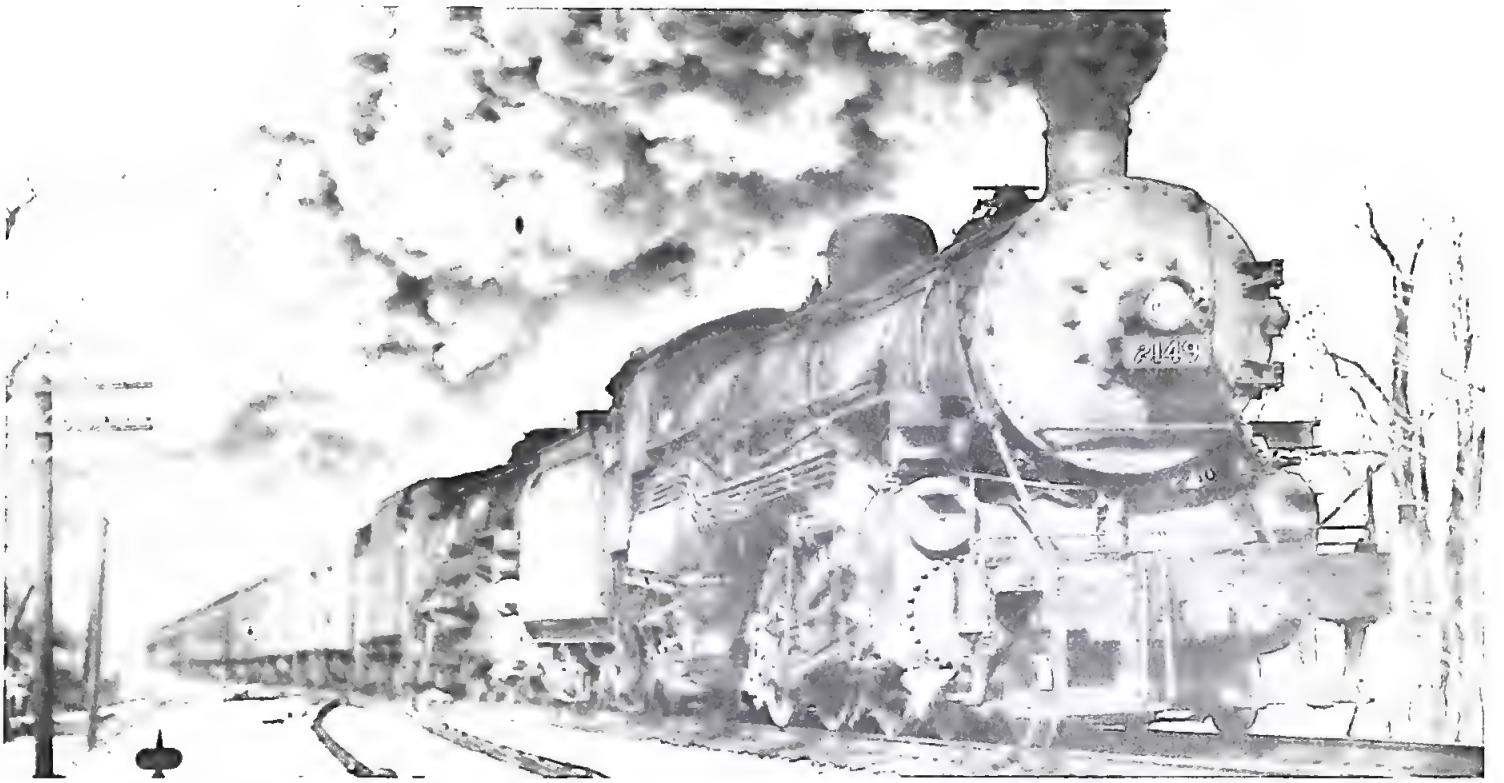
One of the Lehigh Valley's classic 4-4-2 Atlantics pictured at Geneva about 1904. This Class F-1 locomotive, was outshopped by Baldwin in July, 1896, had driving wheels measuring 76½ inches, and was later renumbered to 2323. It was scrapped in June 1926.



Ithaca was one of the major stops on the Lehigh Valley in the era of the passenger train. How many Cornell University students passed through the station in Ithaca, shown above, is anyone's guess. After passenger service was discontinued, the station was abandoned and the line between Ithaca and Geneva was torn up. This station has since been converted into a restaurant.

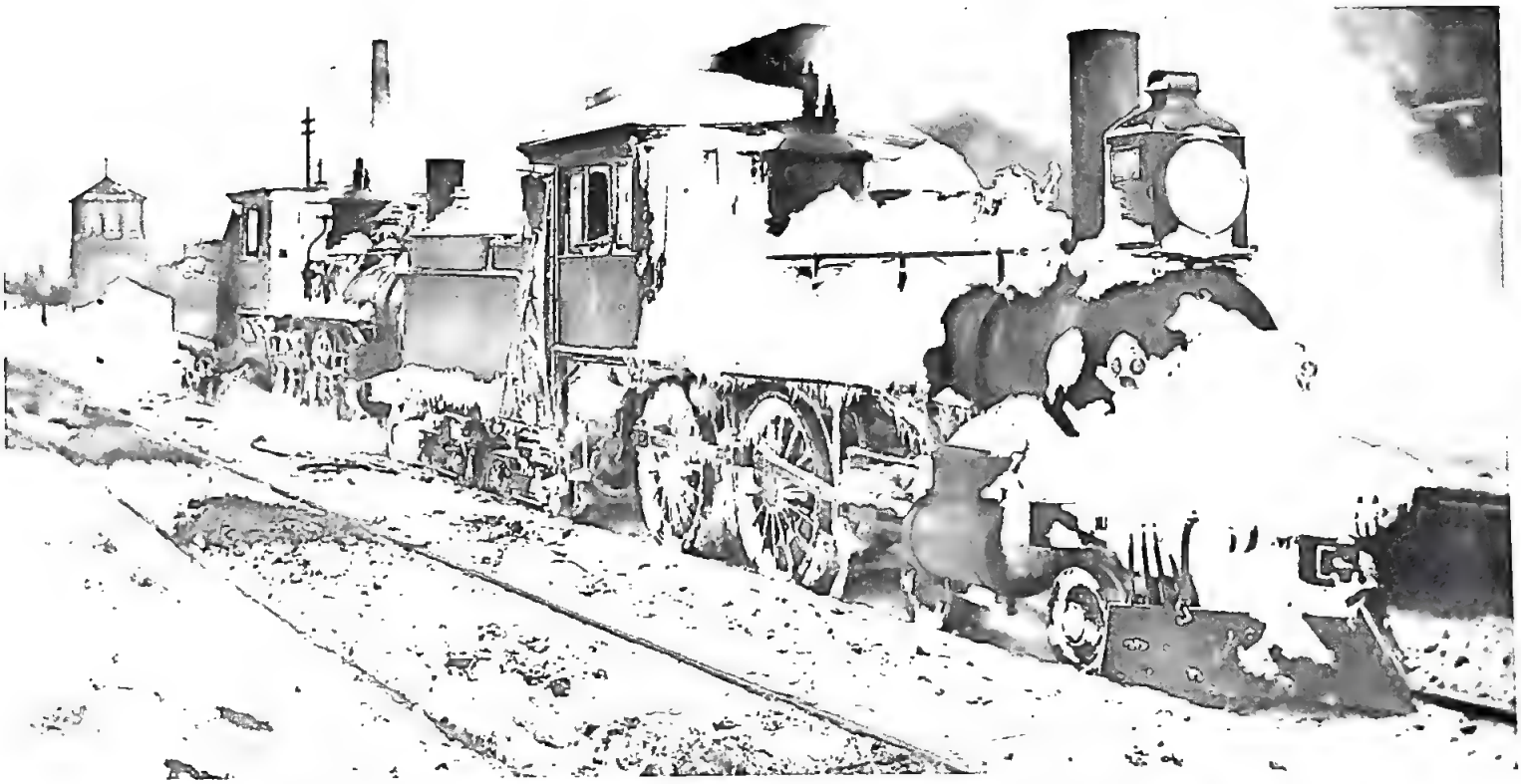
If you were with Frank Sornberger of Cortland one day in August, 1934, you would have seen the eastbound "Black Diamond" near West Danby, with a string of heavyweight cars behind engines 2149 and 2094. Helper engines were used out of Ithaca on heavy trains because of the pressing grades that lie ahead.





Double-headed "Black Diamond" shows off for the camera of Dr. Sornberger of Cortland as it heads up the hill southward from Ithaca in February, 1935, with a freight engine on the point.

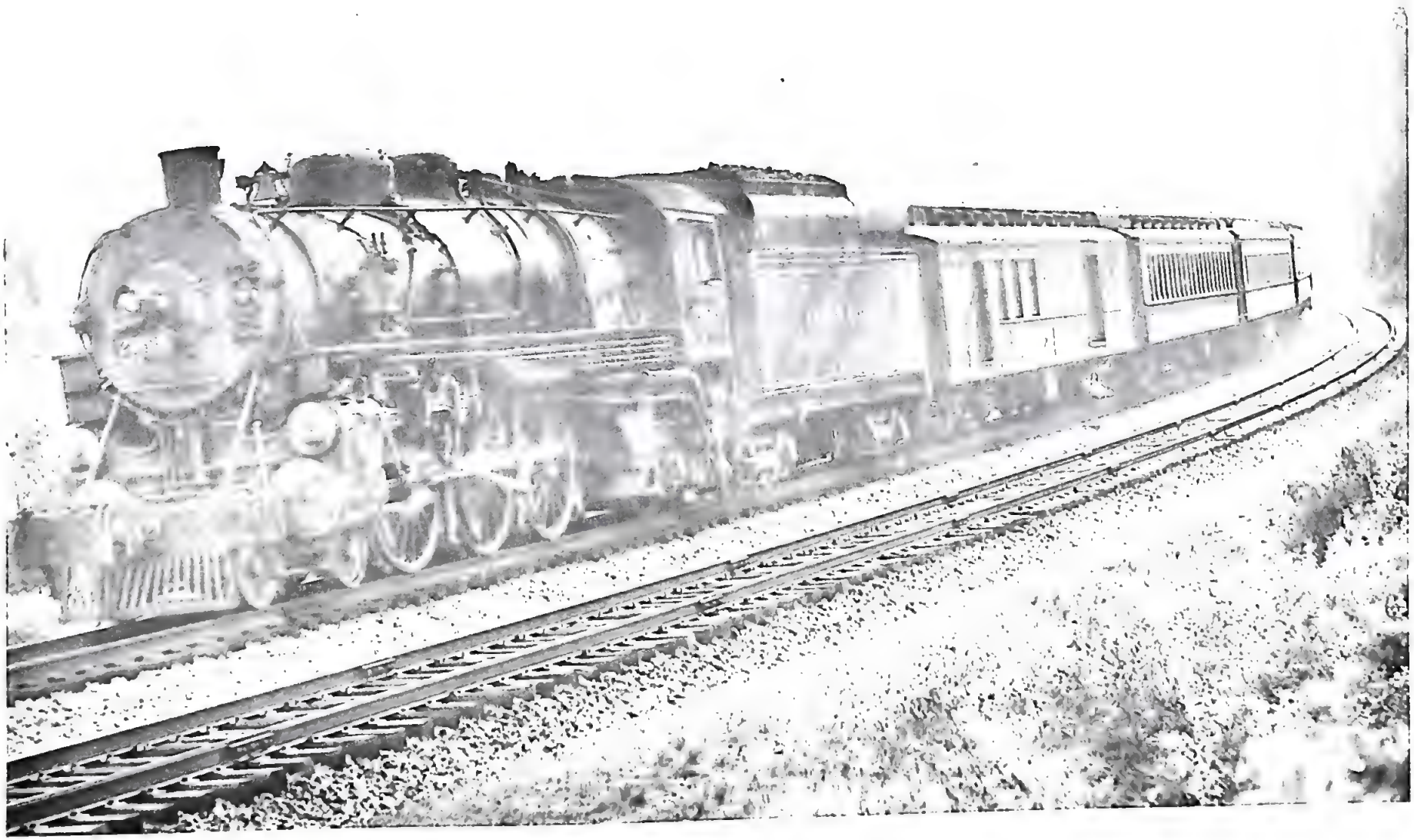
Anthracite was the lifeblood of the Lehigh Valley as evidenced by this solid train of hoppers pulled by a #1643, a "J" class 10-wheeler, outshopped by Alco in 1906. Rebuilt in 1923 by Baldwin, this locomotive was scrapped in 1930.



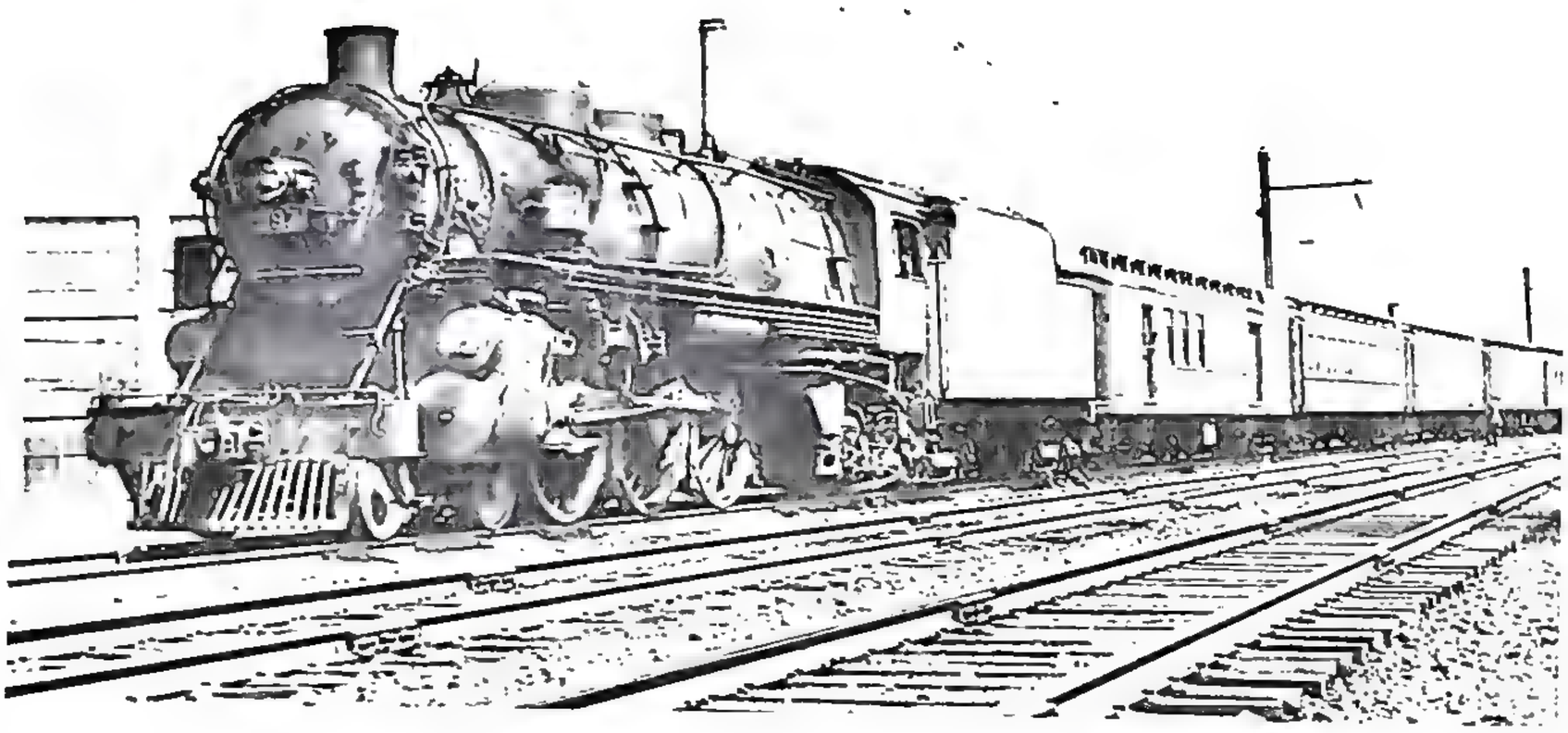
Being a railroad man wasn't all glory, especially in the winter. The Lehigh Valley, like other railroads, had to contend with Upstate New York winters as evidenced by this shot taken of two 4-4-0's at the yard in Auburn in the early 1900's. At times, engines became so encrusted with snow and ice, they became inoperative.

Several winters later, we find a group of steamers on the ready track at Sayre, Pennsylvania, awaiting assignment.

A pair of durable old 10-wheelers team up with a heavy freight, at East River, New York, on March 16, 1934.

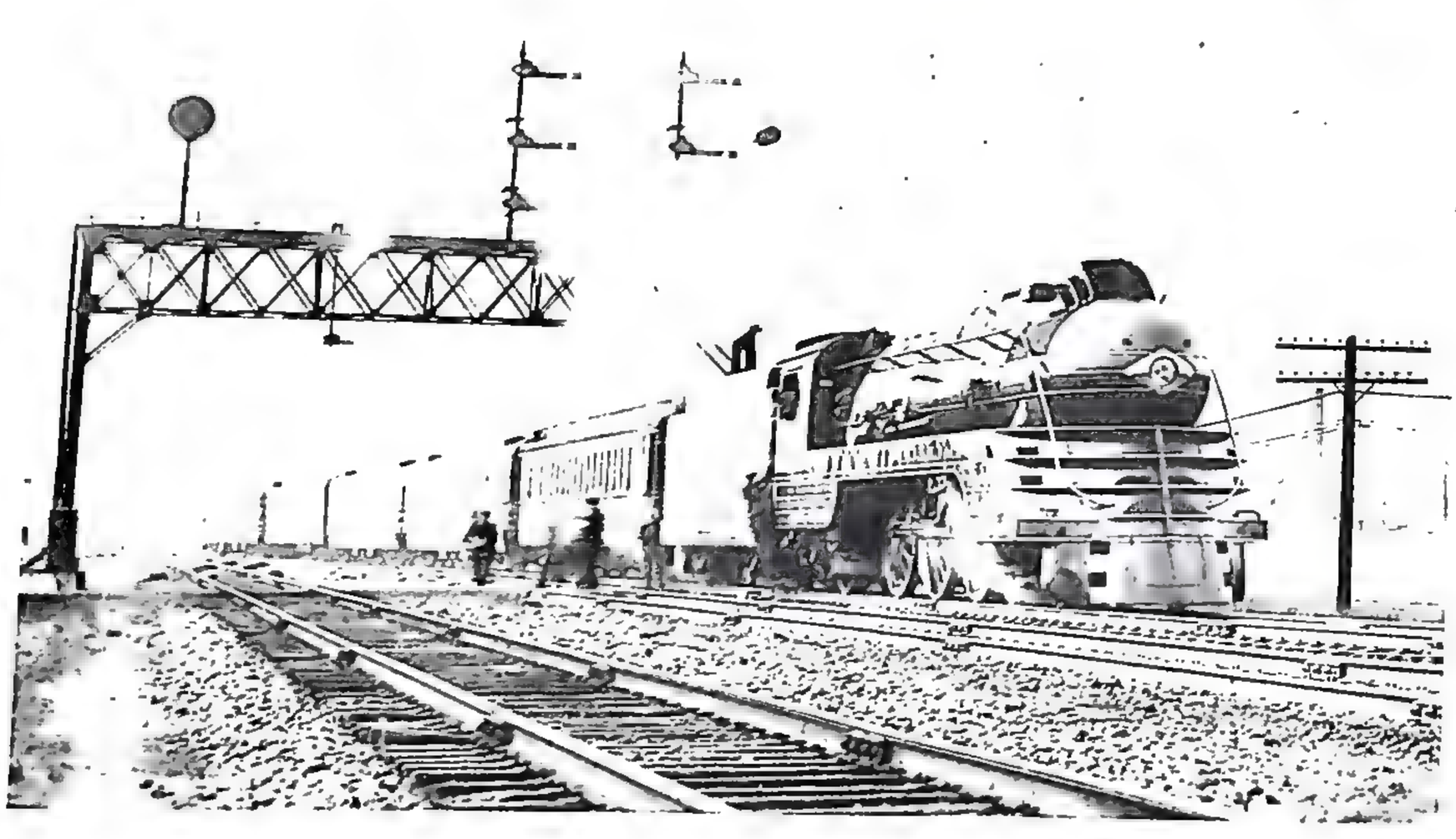


October 6, 1935 finds Pacific (4-6-2) #2088 wheeling the Black Diamond eastbound near Meshoppen, Pennsylvania. This is the Lehigh Valley at its best.

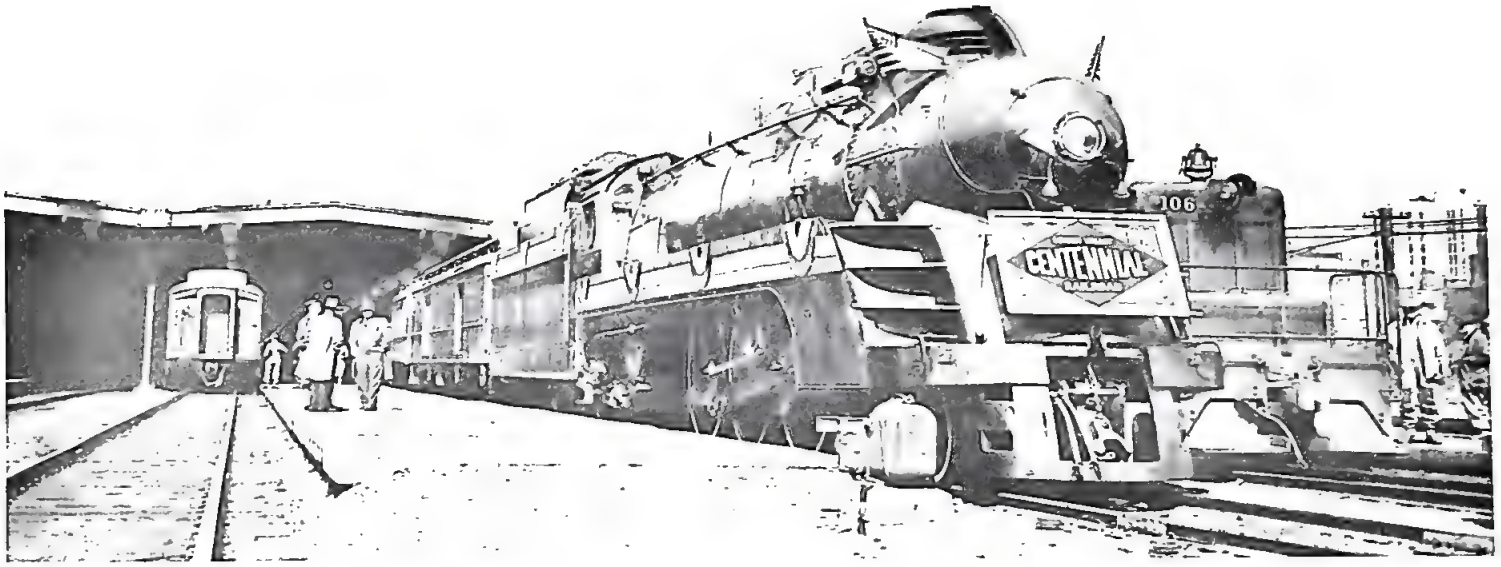


No book on the Lehigh would be complete without mention of the operations on the Jersey end. Before streamlining in 1939, Pacific #2097 was found at the headend of a passenger train at Newark, New Jersey, April 11, 1937. In 1948, this same locomotive pulled the Centennial train.
(See opposite page)

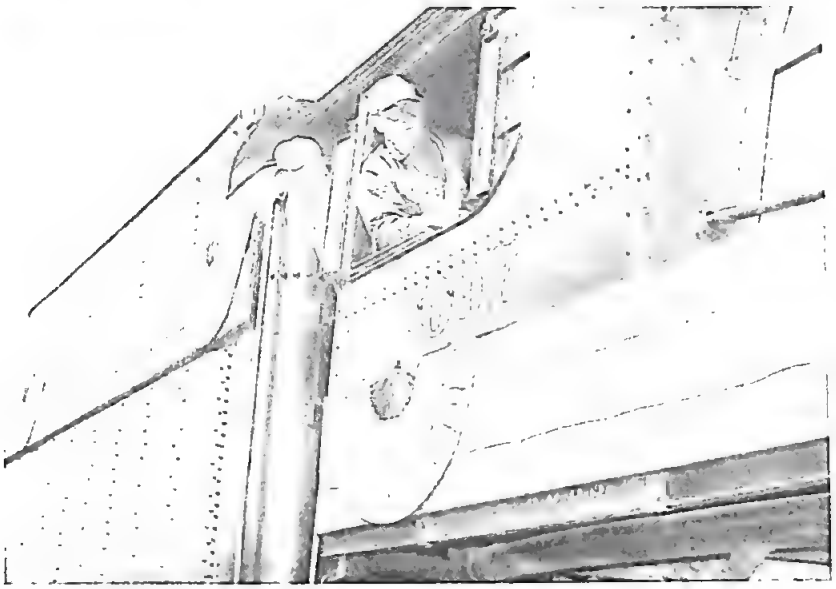
Pacifics also were used on freight trains as evidenced by #2141 wheeling a manifest freight through Bound Brook, New Jersey on September 26, 1936.



Newly streamlined Pacific #2102 is about ready to give up its eastbound train to a Pennsylvania Railroad electric locomotive at Newark, N. J. for the short trip under the river into Penn Station.

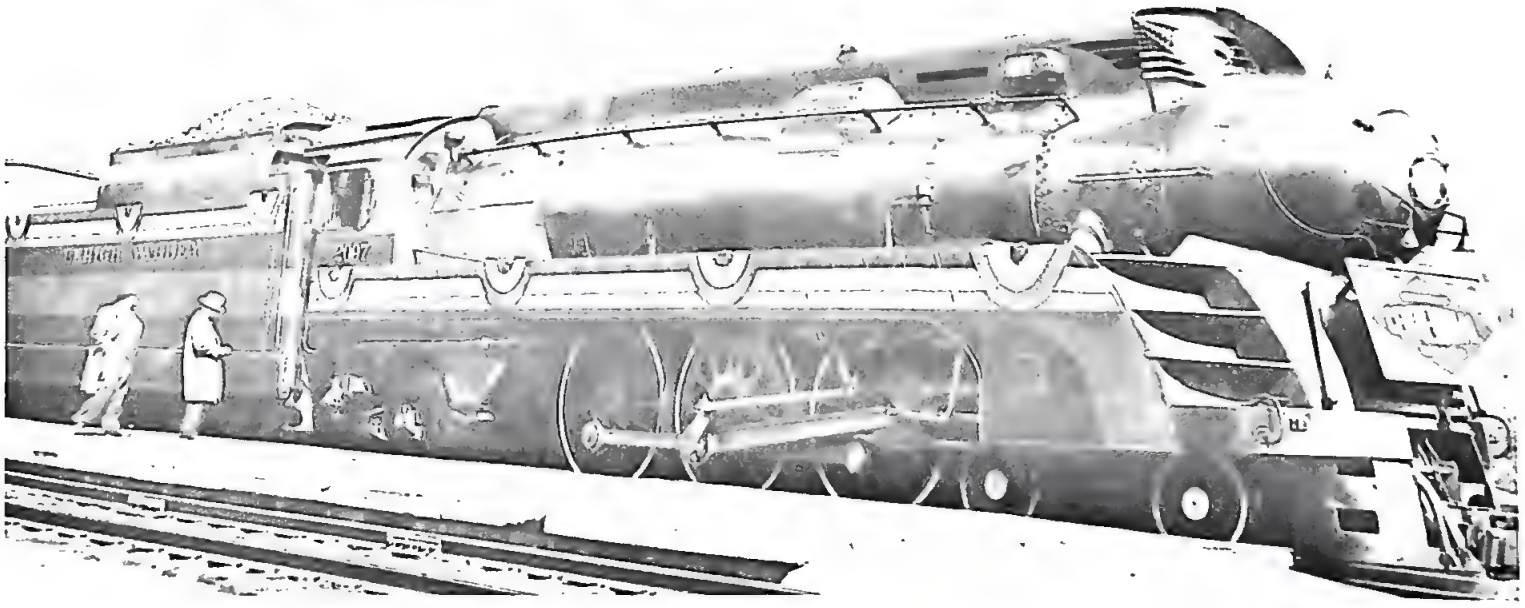


On April 21, 1946, the Lehigh Valley celebrated its 100th anniversary by running a special "Centennial Train" in commemoration of the event, from Buffalo to New York.



Publicity-minded Lehigh decked out streamlined Pacific 2097 in flags and bunting, shown here ready to leave Buffalo. Everyone was jubilant as the Lehigh had reached its 100th birthday.

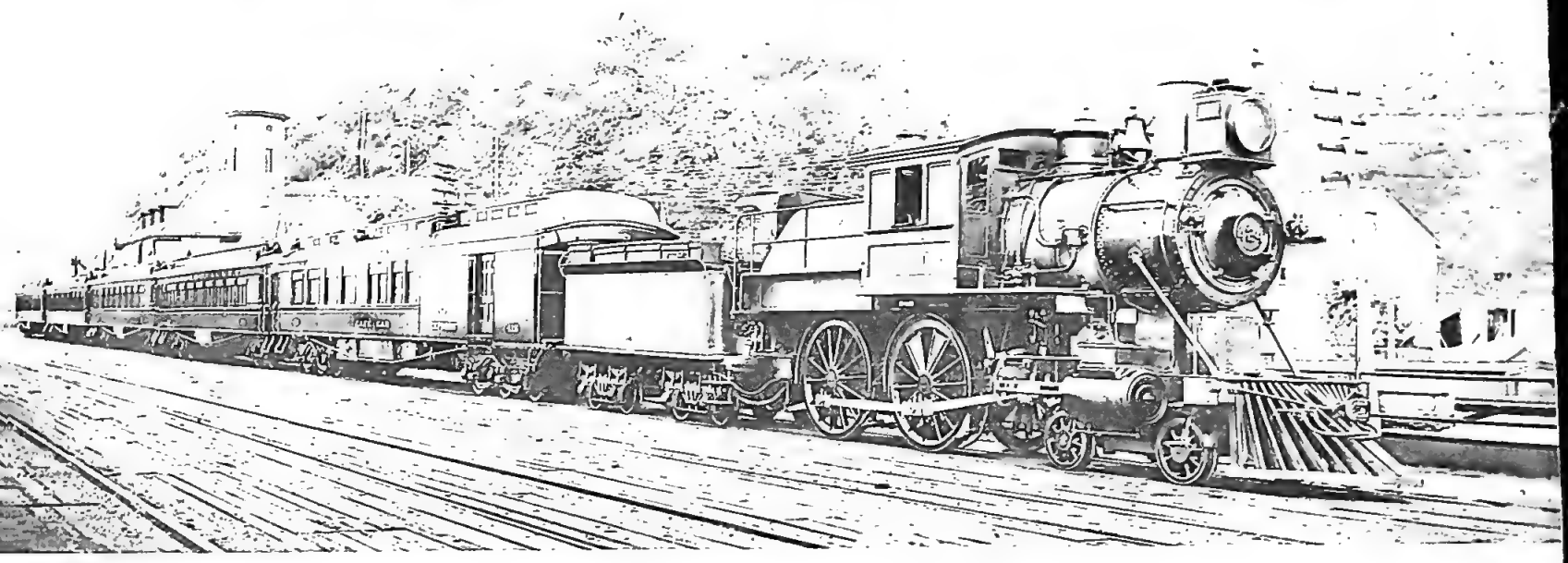
At the time, Lehigh President Felix Gerard, proudly proclaimed; "Passing the milestone of its first Centennial, Lehigh Valley welcomes the opportunities which lie ahead in contributing its full share of efficient railroad transportation essential to the America of tomorrow.



The pride of the main line passenger service for 63 years was the "Black Diamond Express." This name was chosen from over 35,000 suggestions submitted in a nationwide contest. The winning name, of course, symbolizing the wealth of "black diamonds," or anthracite, which had been so closely bound to the Lehigh Valley Railroad's destiny ever since its first trains were operated.

It was on May 18, 1896 that the "Black Diamond Express" made its first run in each direction between Jersey City and Buffalo. It was described as "The Handsomest Train In The World" in advertisements of the day.

THE Black Diamond



The first train, above, pictured at Easton, Pennsylvania, featured a combination baggage and cafe car, day coaches with the last car, being a magnificent Pullman Palace Car with seating capacity for 28 persons. There was a plate glass enclosed observation compartment at the rear of this car with individual wicker chairs. Each car of the train was finished in polished Mexican Mahogany, with figured mahogany panels and inlaid beveled French plate mirrors.

The consist of the train was modernized several times over the years. During the heavyweight steel car era, the rear of the train was graced by the enclosed solarium car shown on the opposite page. The entire train was streamlined with lightweight equipment, styled by the noted designer, Otto Kuhler, in 1939. That train is shown on the front cover and a builder's photograph of the locomotive is shown below.

The large 4-8-4 type locomotives like #5129, shown on the opposite page, westbound in Pennsylvania on September 22, 1935, were used when the train was running at its maximum load.

The Lehigh's branch lines in New York State spread like tentacles of an octopus, and although less numerous than in Pennsylvania, they had a personality and charm all their own. What fun it was for a railfan to ride the archaic mixed trains or occasionally the gas cars, up the picturesque rural valleys.

EASTERN STANDARD TIME

Numbers opposite stations refer to tables showing connecting trains.

Table 18

Auburn Division

Sundays		Week-days			Miles	STATIONS	Week-days				Sundays	
292	286	284	286	282			281	287	289	283	291	293
PM	AM	PM	AM	AM			PM	PM	PM	PM	AM	PM
.....	7 30	3 10	7 30	.....	.0	Lv North Fair Haven Ar	12 28	.....	6 55	.....	.....	9 05
.....	7 37	3 14	7 37	.....	1.2	.... Fair Haven	12 23	.....	6 51	.....	.....	9 00
.....	7 42	3 18	7 42	.....	2.9	..... Sterling	12 17	.....	6 41	.....	.....	8 52
.....	8 04	3 33	8 04	.....	10.1	..... Ira	11 59	.....	6 12	.....	.....	8 28
.....	8 12	3 41	8 12	.....	14.0	..... Cato	11 52	.....	6 02	.....	.....	8 18
.....	8 40	4 01	8 40	.....	22.2	.... Weedsport	11 34	.....	5 29	.....	.....	7 48
.....	9 05	4 25	9 05	.....	31.7	Ar.... Auburn Lv	11 13	.....	5 05	.....	.....	7 20
.....	6 50	2 36	6 50	6 50	.....	Lv Syracuse N. Y. C. Ar	3 45	3 45	.....	11 08	.....	11 08
5 00	9 20	4 40	9 20	8 20	31.7	Lv. Auburn (21) . Ar..	11 00	2 15	.....	7 30	10 55	7 15
5 35	9 55	5 23	9 55	8 53	49.1	..... Moravia	10 22	1 35	.....	6 55	10 18	6 38
5 57	10 30	5 57	10 30	9 20	59.0	..... Groton	9 53	1 11	.....	6 32	9 53	6 20
6 10	10 41	6 10	10 41	9 30	64.1	Ar Freeville 19 Lv	9 40	12 55	.....	6 20	9 43	6 10
6 10	10 41	6 35	10 41	9 45	64.1	Lv Geo. Jr. Republic Ar	9 20	.....	.....	6 10	9 43	6 10
.....	.....	8 55	.....	11 59	123.3	Ar ..... Elmira Lv	7 05	.....	.....	3 45	.....	.....
6 20	f10 48	6 42	f10 48	9 52	66.9	..... Dryden	9 11	.....	.....	6 01	9 34	5 58
6 33	f11 10	6 57	f11 10	10 05	73.1	... North Harford ...	8 59	.....	.....	5 48	9 22	f5 46
6 38	f11 15	7 02	f11 15	10 09	74.9	..... Millis	8 54	.....	.....	5 43	9 18	f5 42
6 45	f11 23	7 12	f11 23	10 19	79.0	..... Richford	8 44	.....	.....	5 34	9 09	f5 33
6 53	f11 43	7 21	f11 43	10 27	82.8	..... Berkshire	8 36	.....	.....	5 24	9 01	f5 25
7 03	12 16	7 32	12 16	10 38	88.5	... Newark Valley ...	8 24	.....	.....	5 13	8 49	5 13
7 23	12 44	7 57	12 44	10 58	98.2	..... Owego	8 00	.....	.....	4 53	8 28	4 53
8 00	1 40	8 35	1 40	11 40	116.6	Ar... Sayre. (1-2) .. Lv	7 20	.....	.....	4 15	7 50	4 15
PM	PM	PM	PM	AM			AM	PM	PM	PM	AM	PM

Table 19

Auburn Division—Elmira and Cortland Branch

Sundays		Week-days				Miles	STATIONS	Week-days				Sundays	
334	330	‡832	326	‡830	322			323	321	‡829	325	329	
PM	AM	PM	PM	AM	AM			AM	PM	PM	PM	PM	
.....	.....	5 05	.....	10 10	.....	.0	Lv .. Camden .. Ar	9 25	.....	4 35	.....	.....	
.....	.....	5 38	.....	11 05	.....	12.0	.. Sylvan Beach ..	8 55	.....	3 35	.....	.....	
.....	.....	5 48	.....	11 21	.....	14.9	.... South Bay	8 47	.....	3 23	.....	.....	
.....	.....	6 05	.....	11 39	.....	20.8	Ar . Canastota . Lv	8 30	.....	3 00	.....	.....	
.....	8 40		3 35	AM	7 00	20.8	Lv . Canastota . Ar	8 30	12 01	PM	8 35	8 20	
.....	f9 06		4 00		7 23	28.5	.... Blakeslee	8 07	11 42		8 17	8 02	
.....	9 29		4 20		7 43	35.4	... Cazenovia ...	7 43	11 24	.....	7 59	7 44	
.....	f9 33		4 25		7 48	37.1	.... Rippleton	7 36	11 19	.....	f7 54	f7 39	
.....	10 10		4 54		8 15	49.3	... De Ruyter ...	6 48	10 56	.....	7 31	7 16	
.....	10 17		5 02		8 23	52.9	..... Cuyler	6 40	10 48		7 23	7 08	
.....	10 40		5 11	332	8 32	57.7	.... Truxton	6 22	10 40	331	7 14	7 00	
.....	10 56		5 21	AM	8 41	62.7	... East Homer ...	6 08	10 29	PM	7 06	6 52	
4 50	11 40		5 50	11 30	8 58	69.6	.... Cortland	5 35	10 00	1 14	6 45	6 30	
.....	9 20		4 40	9 20	8 20	.....	Lv .. Auburn .. Ar	.....	11 00	2 15	7 30	7 15	
5 12	12 10		6 10	11 51	9 25	80.0	Ar Freeville 18 Lv	.....	9 40	12 52	6 25	6 10	
5 12	12 10		6 30	11 51	9 40	80.0	Lv Geo. Jr. Rep. Ar	.....	9 25	12 52	6 05	6 10	
5 30	12 33		6 51	12 10	10 03	89.0	Ar East Ithaca Lv	.....	9 05	12 30	5 45	5 50	
7 24	.....		7 24	.....	8 08	.....	Ar. Philadelphia Lv	.....	8 40	.....	9 20	9 20	
7 47	.....		7 47	.....	8 14	.....	Ar.. Newark .. Lv	.....	8 44	.....	9 24	9 24	
8 20	.....		8 20	.....	8 47	.....	Ar. New York . Lv	.....	8 10	.....	8 50	8 50	
.....	12 40		7 00	.....	10 13	93.7	... Besemers ...	.....	8 53	.....	5 31	.....	
.....	f12 58		f7 17	.....	f10 30	101.5	... Wilseyville ..	.....	f8 35	.....	f5 13	.....	
.....	f1 14		7 28	.....	f10 41	107.1	.. West Candor ..	.....	f8 24	.....	f5 02	.....	
.....	f1 25		7 36	.....	10 49	112.0	. Spencer (1-2) .	.....	8 15	.....	4 53	.....	
.....	1 32		7 42	.....	10 59	114.5	. Van Etten.(1-2) .	.....	8 10	.....	4 47	.....	
.....	.....		8 27	.....	11 44	134.1	.. Horseheads ..	.....	7 18	.....	4 00	.....	
AM	PM	PM	PM	PM	AM		Ar... Elmira ... Lv	AM	AM	PM	PM	AM	

Arrives Sayre 1.52 P. M.

Trains 829, 830 and 832 are mixed trains and time shown is contingent upon handling of freight.

Table 21

Auburn and Ithaca Branch

	303	301	Mls.	STATIONS	302	306	304		
	PM	AM			PM	PM	PM		
.....	†6 00	*7 40	.0	Lv... Ithaca..(1-2).. Ar	12 23	5 45	8 25	.....	.....
.....	6 21	8 01	8.0	Lv... Ludlowville ... Lv	12 00	†5 f25	7 59	.....	.....
.....	7 00	8 39	26.2	Lv..... Aurora Lv	11 14	.....	7 17	.....	.....
.....	7 20	8 53	33.0	Lv.... Union Spgs... Lv	10 58	.....	6 59	.....	.....
.....	.....	f8 58	35.2	Lv.. Cayuga Jct..(26). Lv	f10 52	.....	.....	.....	.....
.....	7 45	9 18	42.8	Ar.... Auburn.. (18) Lv	†10 35	.....	*6 35	.....	.....
	PM	AM			AM	PM	PM		

Table 22

Rochester Branch

648	646	644	642	128	640		STATIONS	641	643	645	647	127	649
PM	PM	AM	AM	AM	AM			AM	AM	AM	PM	PM	PM
9*25	5*20	10*20	9*00	7*45	5*50	0.0	Lv. Rochester . Ar	7 00	8 15	11 25	6 55	8 40	10 40
....	5 30	.....	9f10	7 55	....	4.7	Lv. Mortimer . Lv	....	8 05	11 13	.....	.....	.....
....	5 35	.....	9 15	8 00	....	7.3	Lv.. Henrietta.. Lv	6 45	8 00	11 07	.....	8 26	.....
9 45	5 45	10 40	9 25	8 12	6 15	13.2	Ar. Rochester. Lv	6*33	7 50	10*53	6*35	8*15	10*15
....	5 52	.....	9 30	....	....		Lv Jct. (1-2) Ar	....	7 46	.....	5 30	.....	.....
....	6 05	.....	9 42	....	....	16.0	Lv Honeoye Falls Lv	....	7 37	.....	5 20	.....	.....
....	6 16	.....	9 55	....	....	19.0	Lv.... Lima Lv	....	7 25	.....	5 06	.....	.....
....	6 35	.....	10 12	....	....	26.1	Lv.... Livonia ... Lv	....	7 06	.....	4 46	.....	.....
....	6 46	.....	10 20	....	....	28.6	Ar.. Hemlock .. Lv	....	7*00	.....	4*40	.....	.....
PM	PM	AM	AM	AM	AM			AM	AM	AM	PM	PM	PM

Equipment of Trains on Niagara Falls Branch

Coaches on all trains

No. 683—Sleeping Cars—New York and Philadelphia to Toronto.
Dining Car—Niagara Falls, Ont., to Toronto.
No. 685—Parlor Buffet Car—Buffalo to Toronto.
No. 687—Parlor Buffet Car—Buffalo to Toronto.
No. 689—Parlor Buffet Car—Buffalo to Toronto.
Sleeping Car—Buffalo to Chicago.
No. 691—Sleeping Car—Buffalo to Montreal.
Parlor Buffet Car—Buffalo to Toronto.
No. 681—Sleeping Car—Buffalo to Chicago.
No. 8—Sleeping Car—Chicago to Buffalo—(may be occupied until 8.00 A.M.)
Parlor Car—Suspension Bridge to New York.
No. 680—Sleeping Car—Montreal to Buffalo.
Parlor Buffet Car—Toronto to Buffalo.
No. 682—Sleeping Car—Chicago to Buffalo.
No. 684—Dining Car—Toronto to Niagara Falls, Ont.
Parlor Buffet Car—Toronto to Buffalo.
Sleeping Cars—Toronto to New York.
No. 686—Parlor Buffet Car—Toronto to Buffalo.
Sleeping Car—Toronto to Philadelphia.

Passengers leaving New York or Philadelphia on 8.10 P. M. train can change cars at Ithaca to East Ithaca for points north of East Ithaca.

Table 24

Willard Branch

625	627	623	Mls.	STATIONS	622	626	624
PM	PM	AM			AM	PM	AM
§12 15	†7 35	10†22	0.0	Lv. Hayt's Corners .(1-2) Ar	8 40	6 25	10 10
12 25	7 45	10 32	2.1	Lv..... Ovid ..... Ar	8 30	6 15	10 00
12 40	8 00	10 47	5.0	Ar..... Willard Lv	†8 15	†6 00	§9 45
PM	PM	AM			AM	PM	AM

Table 25

Naples Branch

	119	‡595	Mls.	STATIONS	116	‡594	
	PM	AM			AM	PM	
.....	†7 25	†10 00	0.0	Lv. Geneva.(1-2) . Ar	8 25	5 30	.....
.....	7 45	11 05	7.5	..... Stanley	8 05	4 55	.....
.....	7 51	11 40	9.6	..... Gorham	7 58	4 25	.....
.....	8 05	12 25	15.5	..... Rushville	7 45	4 00	.....
.....	8 16	1 03	20.2	.... Middlesex	7 30	3 25	.....
.....	8 40	1 30	29.4	Ar.... Naples Lv	†7 05	†2 50	.....
	PM	PM			AM	PM	

Table 23

Buffalo, Niagara Falls and Toronto

	681	691	689	687	685	683	STATIONS	8	680	682	684	686	
	PM	PM	PM	AM	AM	AM		AM	AM	PM	PM	PM	**
....	11*50	*6 15	*2 30	11§15	†8 15	4*35	Lv..... Buffalo .....(1-2) Ar	6 00	11 50	5 45	9 43	9 55	....
....	.....	.....	.....	.....	.....	4 55	..... Depew	.....	.....	.....	.....	.....	....
....	.....	.....	2 51	11 39	8 36	....	..... Williamsville	.....	11f28	.....	9b01	.....	....
....	.....	6 51	3 06	11 54	8 51	....	Ar.... North Tonawanda Lv	.....	11 14	5 09	8 47	.....	....
....	12 43	7 12	3 27	12 16	9 12	6 03	Ar..... Niagara Falls Lv	4 52	10 55	4 48	8 27	8 58	....
....	12 50	7 20	3 35	12 25	9 20	6 10	Ar.... Suspension Bridge Lv	4 45	10 45	4 40	8 20	8 50	....
....	1 00	7 27	3 45	12 40	9 27	6 18	LvSuspension Bridge,C.N.Rys.. Ar	4 30	10 38	4 33	8 10	8 40	....
....	2 25	8 50	5 15	2 30	10 52	7 43	Ar...Hamilton, C. N. Rys... Lv	2 52	9 18	3 05	6 40	7 15	....
....	.....	10 00	6 25	4 05	11 59	8 53	Ar... Toronto, C. N. Rys. ... Lv	*11c45	8*10	e2*00	5*40	6*05	....
....	.....	*7 30	7 00	.....	.....	5*30	Ar... Montreal, C. N. Rys. ... Lv	.....	11*00	.....	.....	10*00	....
	AM	AM	AM	PM	AM	PM		PM	PM	PM	PM	AM	

* Daily. § Sunday only. † Daily except Sunday.
a Will stop to let off passengers from New York, Newark, Philadelphia and Wilkes-Barre.
b Will stop on signal to receive passengers for New York, Newark and Philadelphia, provided arrangements are made with the Agent before 5.00 P. M.
c Connecting train. e Sundays 1.25 P. M. f Will stop on signal. ‡ Mixed train; time shown is contingent upon handling of freight.

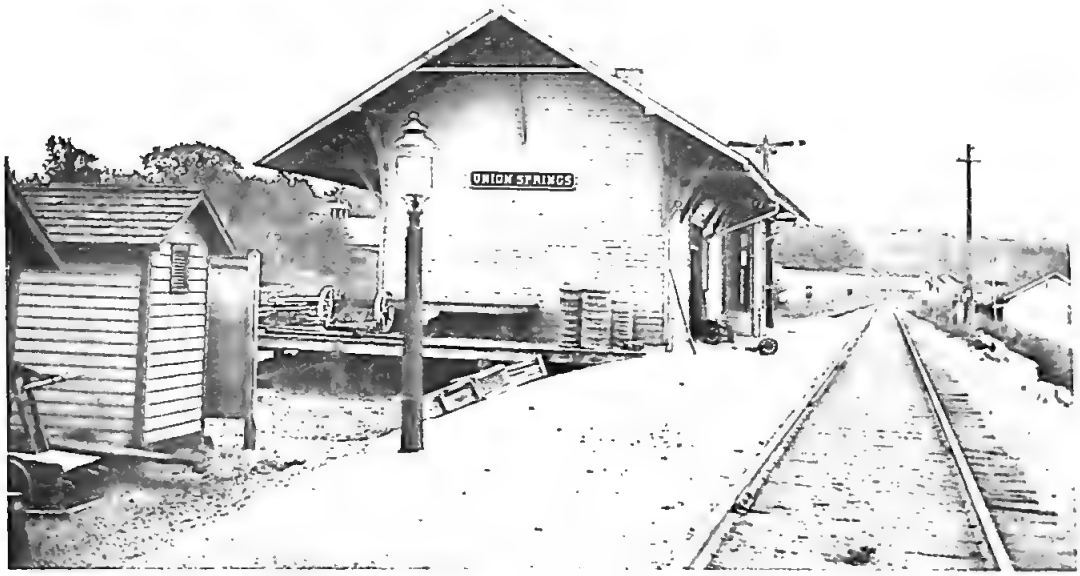
The branches of New York State were quite busy during the "Twenties" as shown by this page from the September 28, 1924 timetable. Note the activity at Freeville, New York, where the Elmira to Canastota line crossed the Fair Haven to Sayre line. Between 9:20 and 9:45 a.m. there was a meeting of four trains, one from each direction. The same occurred between 6:10 and 6:30 p.m. in the evening. A photo of this event is shown on page 25.

A few scenes along some of these upstate branches.

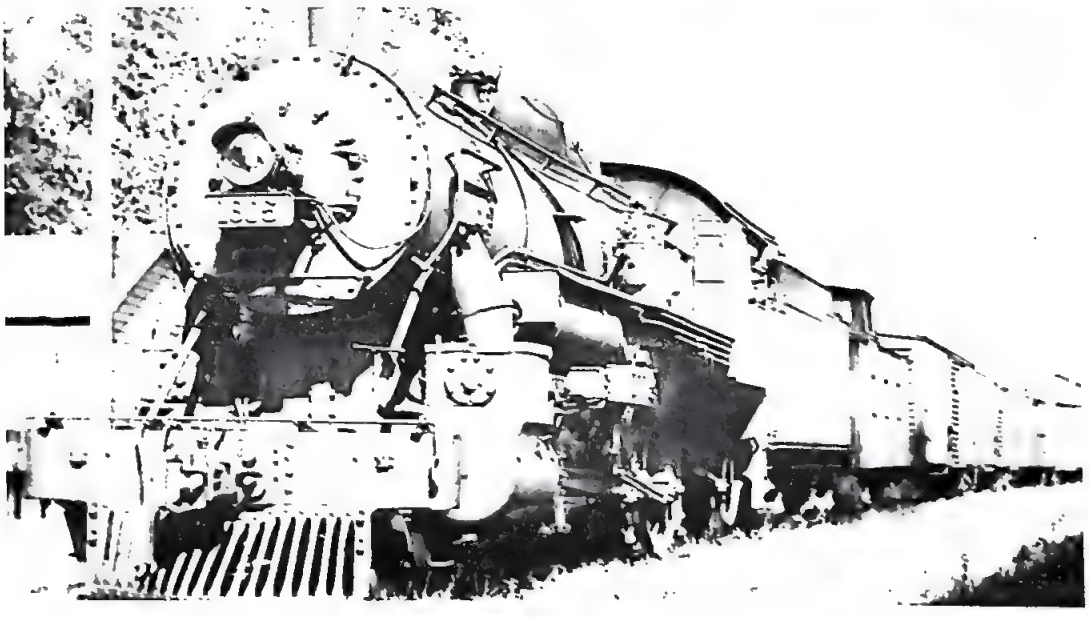
The engineer of #764, a 4-6-0 camelback locomotive, poses with his mixed train on the Naples branch, December 20, 1938.

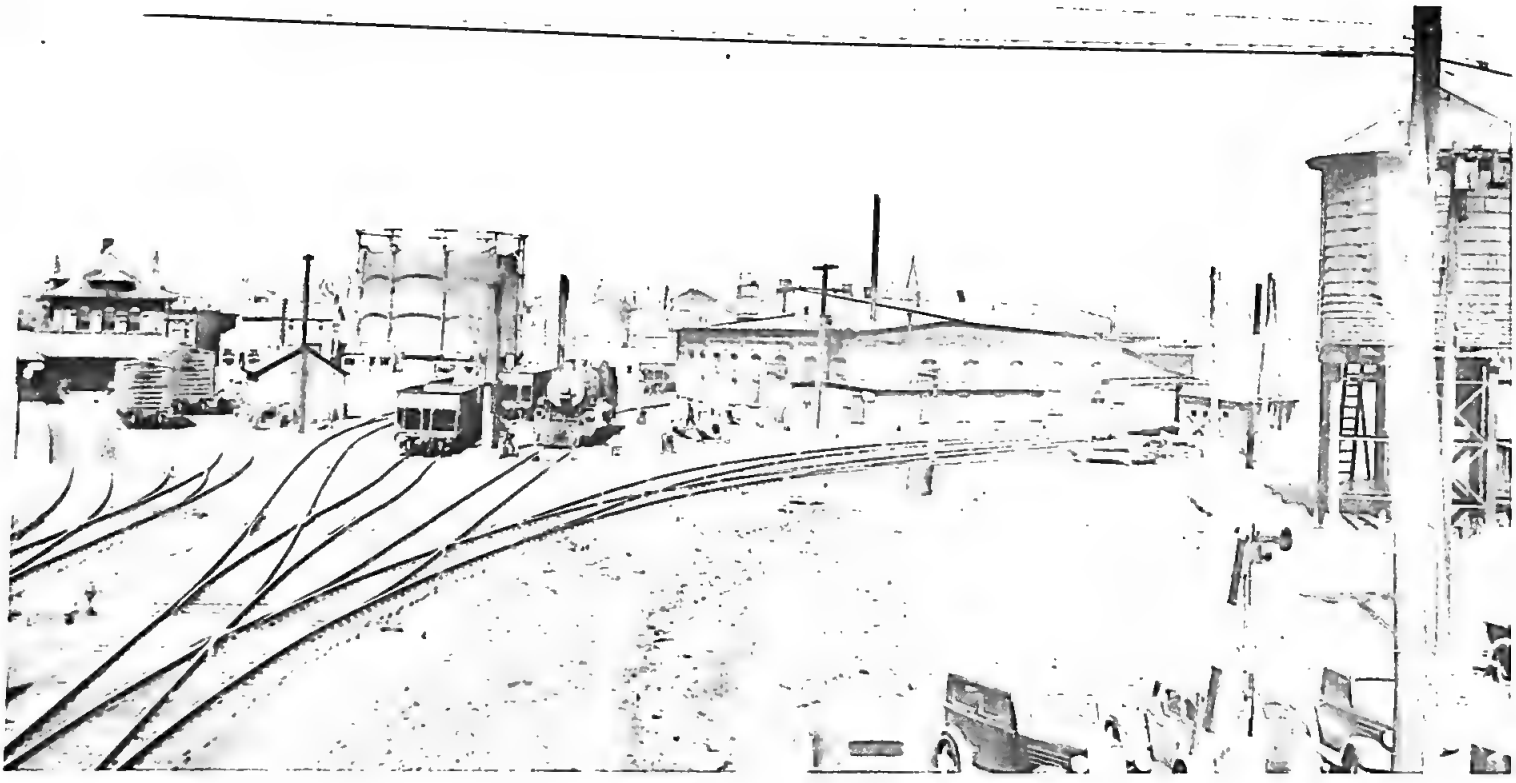
The branch line depot is typified by the Union Springs station on the Auburn & Ithaca branch along the east shore of Cayuga Lake.

Note the handcar between the privy and the section house, also the gas platform light.



A conventional 4-6-0 #1805 shown at Cayuga, on September 18, 1937, with the local freight.





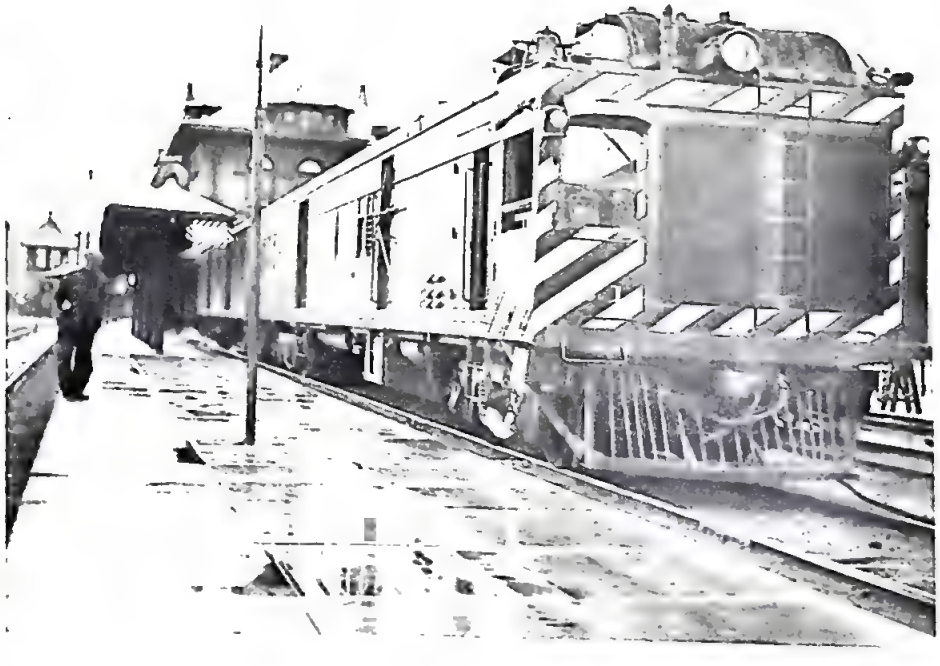
The Lehigh yard in Auburn as viewed from the Orchard Street tower. The depot is at the left, with engine facilities at the right. For years, Auburn was division headquarters. Beyond the station, the tracks crossed the New York Central and went North to Fair Haven.

Swinging around in the Orchard Street tower, we see a coal train with a helper coming from the south. There was a stiff grade on the line from Freeville, and the heavy coal trains often required a helper to make the grade.

A closer view of the Lehigh's passenger station in Auburn which saw the arrival and departure of 12 trains a day in 1924. The offices of the Auburn Division, which included all the branches in the area, were located upstairs in this imposing structure.

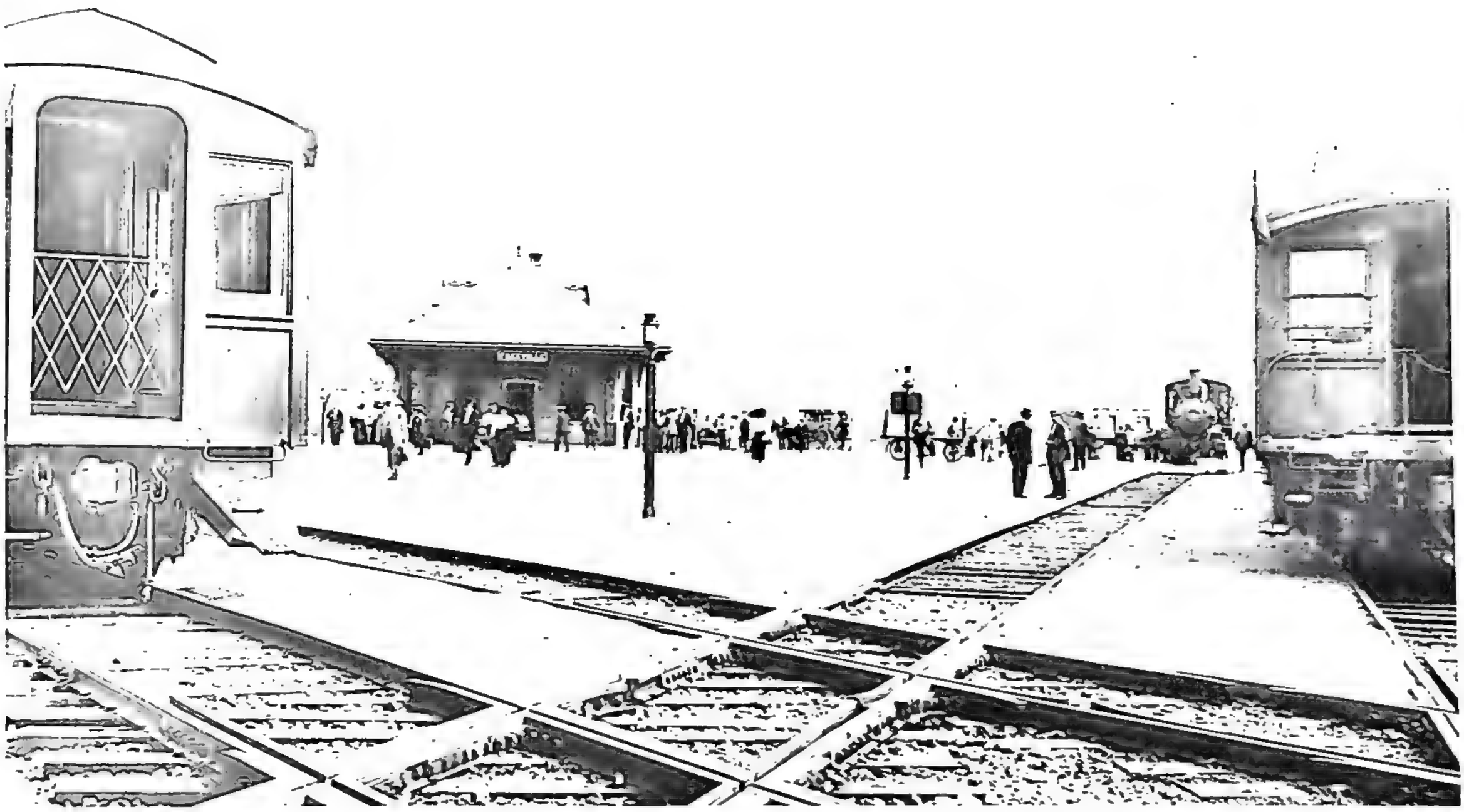
Passenger revenue declined and the trains were gradually cut back, with gas-electric cars being the last type of equipment used.

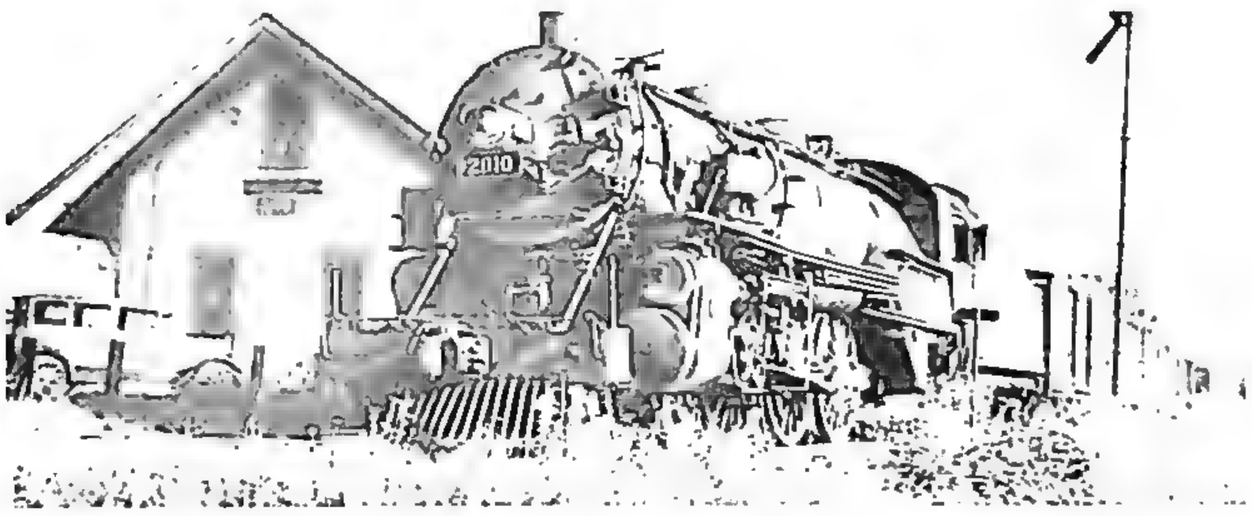
Gas-electric #21 prepares to leave Auburn on April 30, 1938 with the last run of train #284 south to Sayre. Passenger service north to Fair Haven having been discontinued previously.



10-wheeler, #1155, leads the local passenger train toward Cortland, at Malloryville, New York, about 1928. Passenger service on this line later was reduced to a combine on the rear of the local freight to Canastota.

The old Elmira, Cortland & Northern Station in Elmira, was still standing on June 30, 1946 even though the E. C. & N. line between Horseheads and East Ithaca was abandoned in 1938. This line once was an enterprise of railroad magnate Austin Corbin.



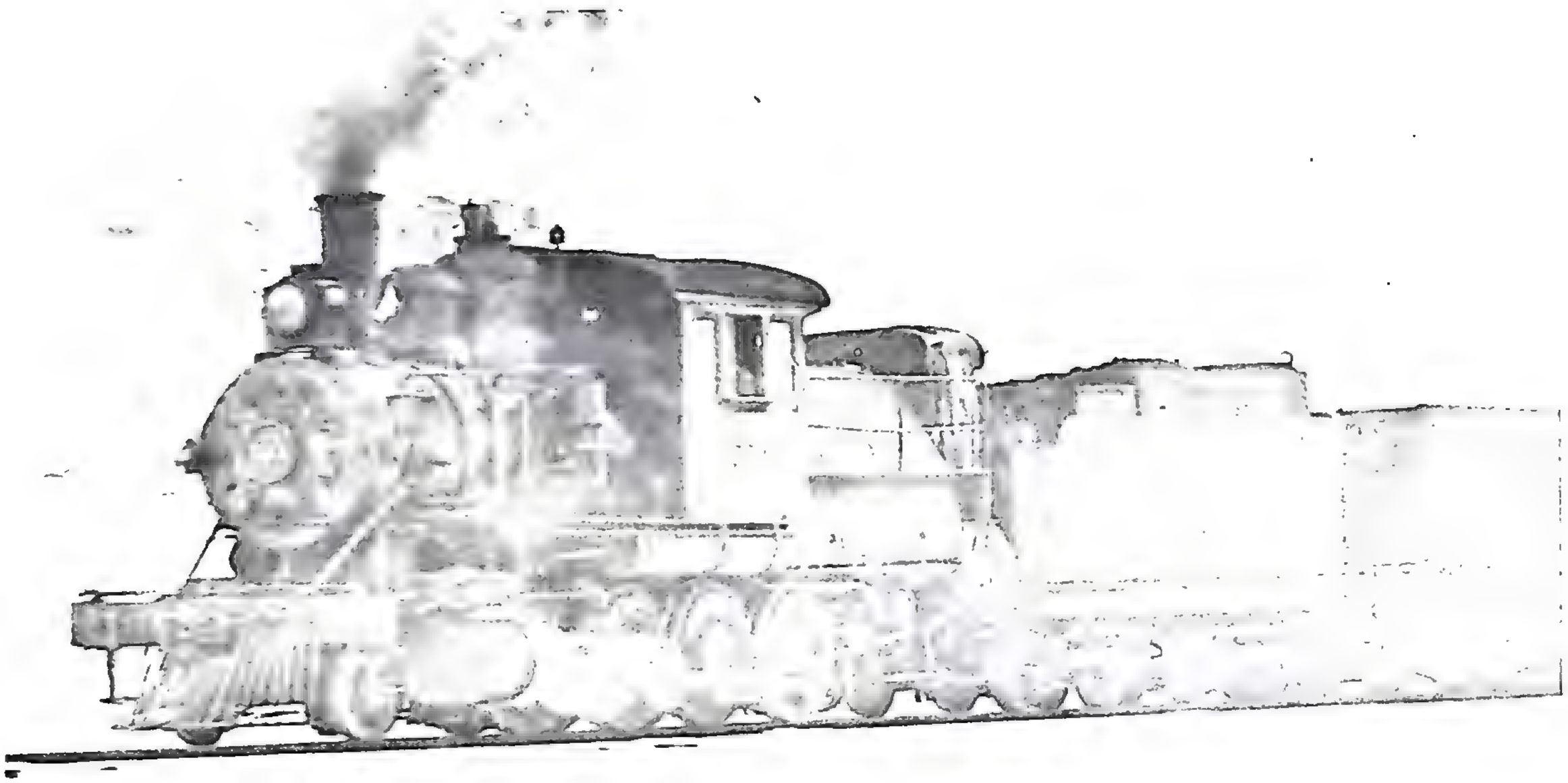


Above is the 9 a.m. meeting of the east-west and north-south branch line trains at Freeville, New York. This popular train watching spot in the old days, was the intersection of the Elmira, Cortland & Northern and the Southern Central Railroads.

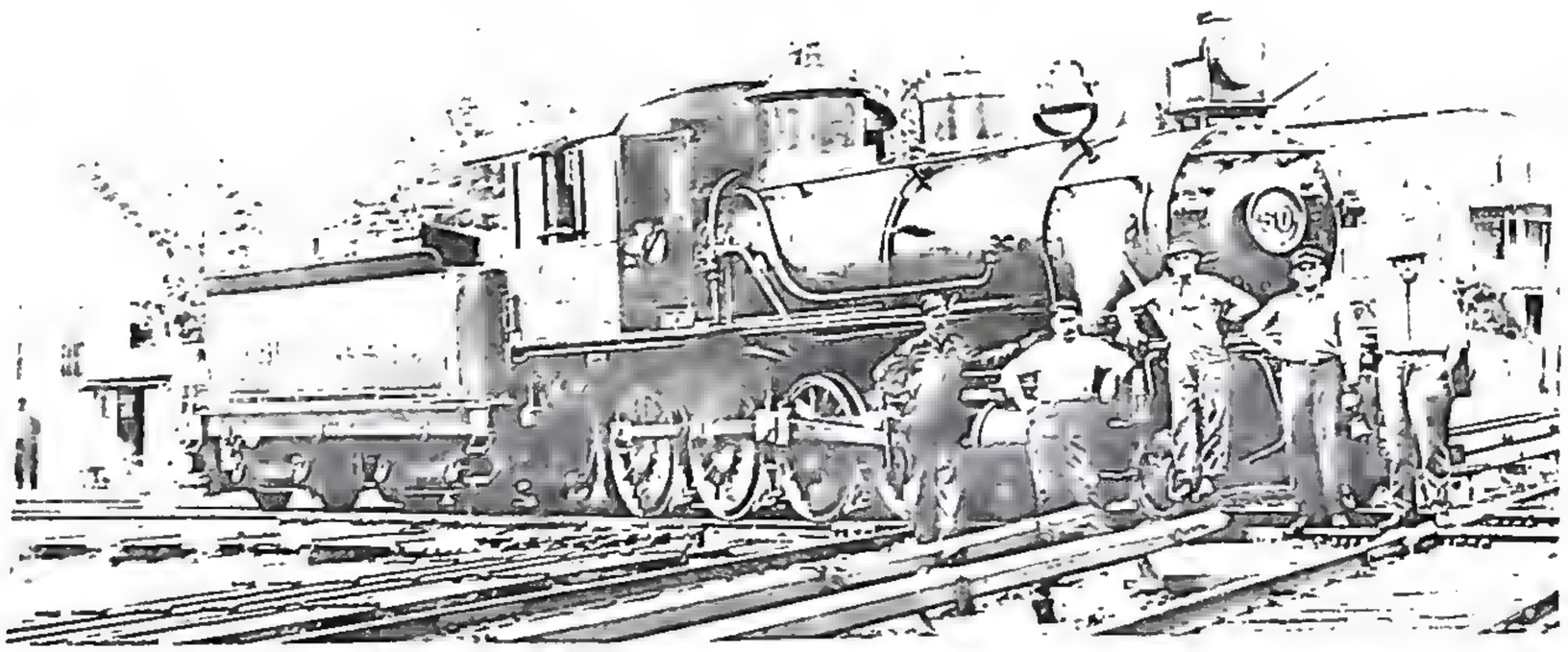
Freeville is the home of the famed George Junior Republic.

At left, #2010 stops with a Fair Haven-bound freight at Cato, New York on September 6, 1937.

The branch line stations came in all sizes, from the moderately large building at Groton, complete with water tank, shown on the left, to the tiny building at Half Acre, just west of Auburn, shown on the right.

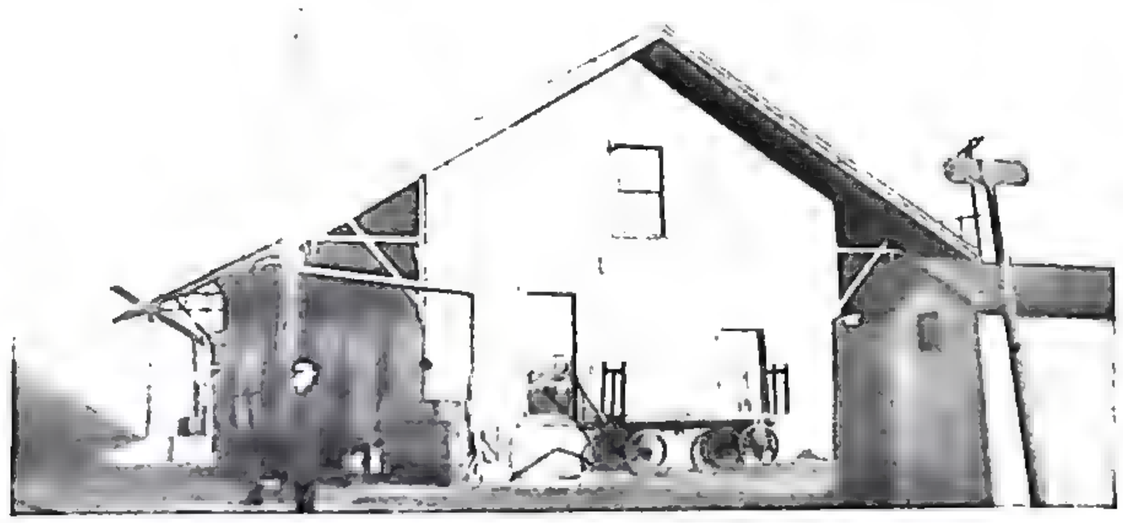


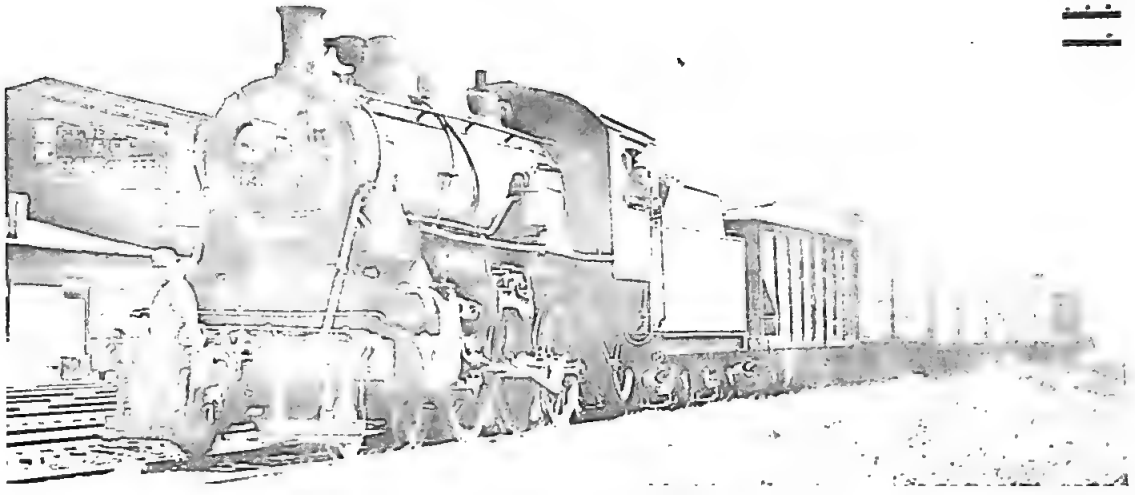
An early "panned" shot caught Mother Hubbard #571 at speed near Cortland, on a wintry day, prior to its retirement in 1924.



Lehigh #50, Class "0" a 4-8-0, pauses at Canastota about 1910, at the West Shore crossover. Note "third rail" for the high speed interurban electric cars. The crew, from left, is Van Ennis, Newell Bacon, James Fitzgerald, Tom King and William Durkee.

The similar depots at Truxton, left, and DeRuyter, were originally constructed by the New York & Oswego Midland for their "Auburn Branch." The Lehigh purchased the entire line before the turn of the Century.

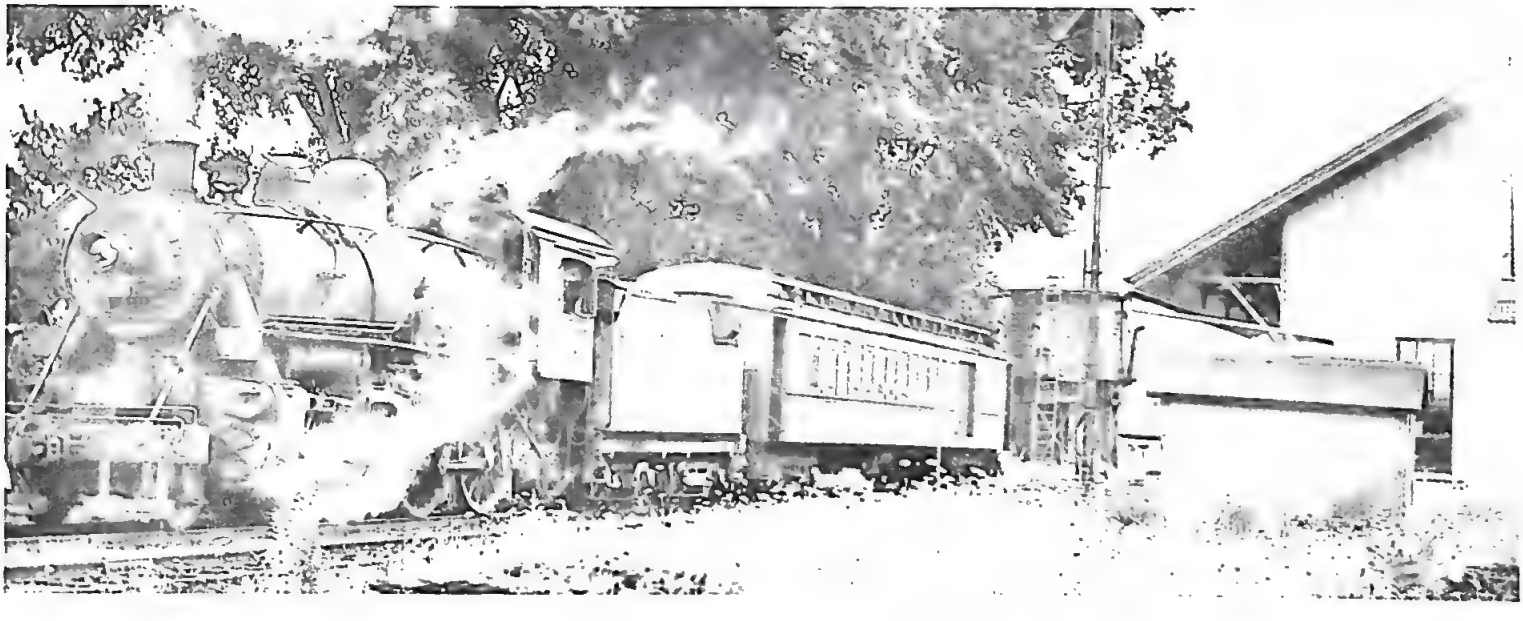




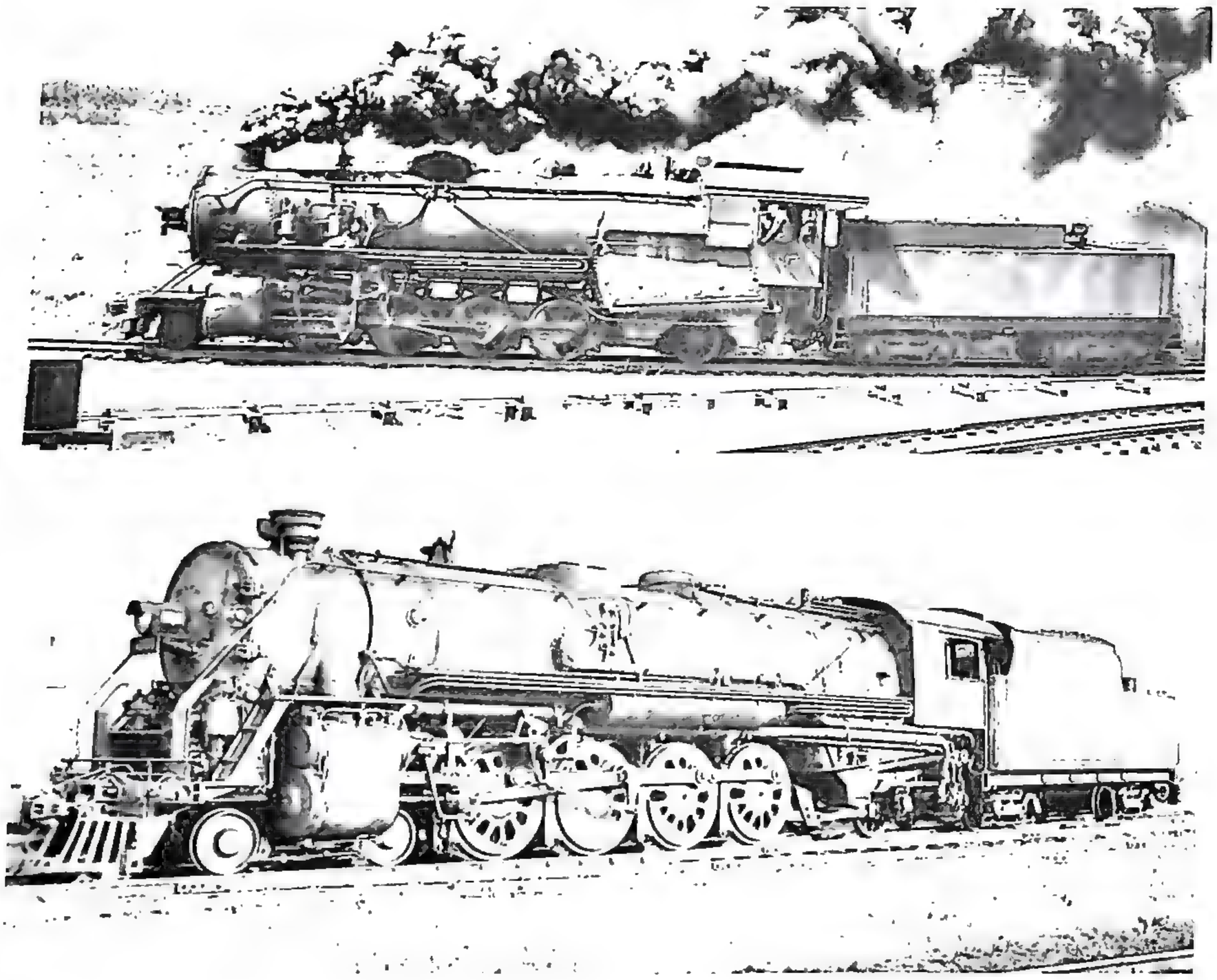
In the 1930's, the "1100" series 10-wheelers were popular branchline locomotives. This 1933 shot finds #1136 performing switching chores in the Canastota Yard.

The year 1928 finds #1154 with a passenger northbound at Malloryville, on the line between Freeville and Cortland.

By August 11, 1946 the 1100 series locomotives were still running, but the passenger service consisted of only a combo on the mixed train, shown below through the daisies at DeRuyter.



From the streamlining program of 1939 emerged this handsome "Pacific" in two-tone maroon and gold striping, for the "John Wilkes" train between New York and Wilkes Barre, Pennsylvania.

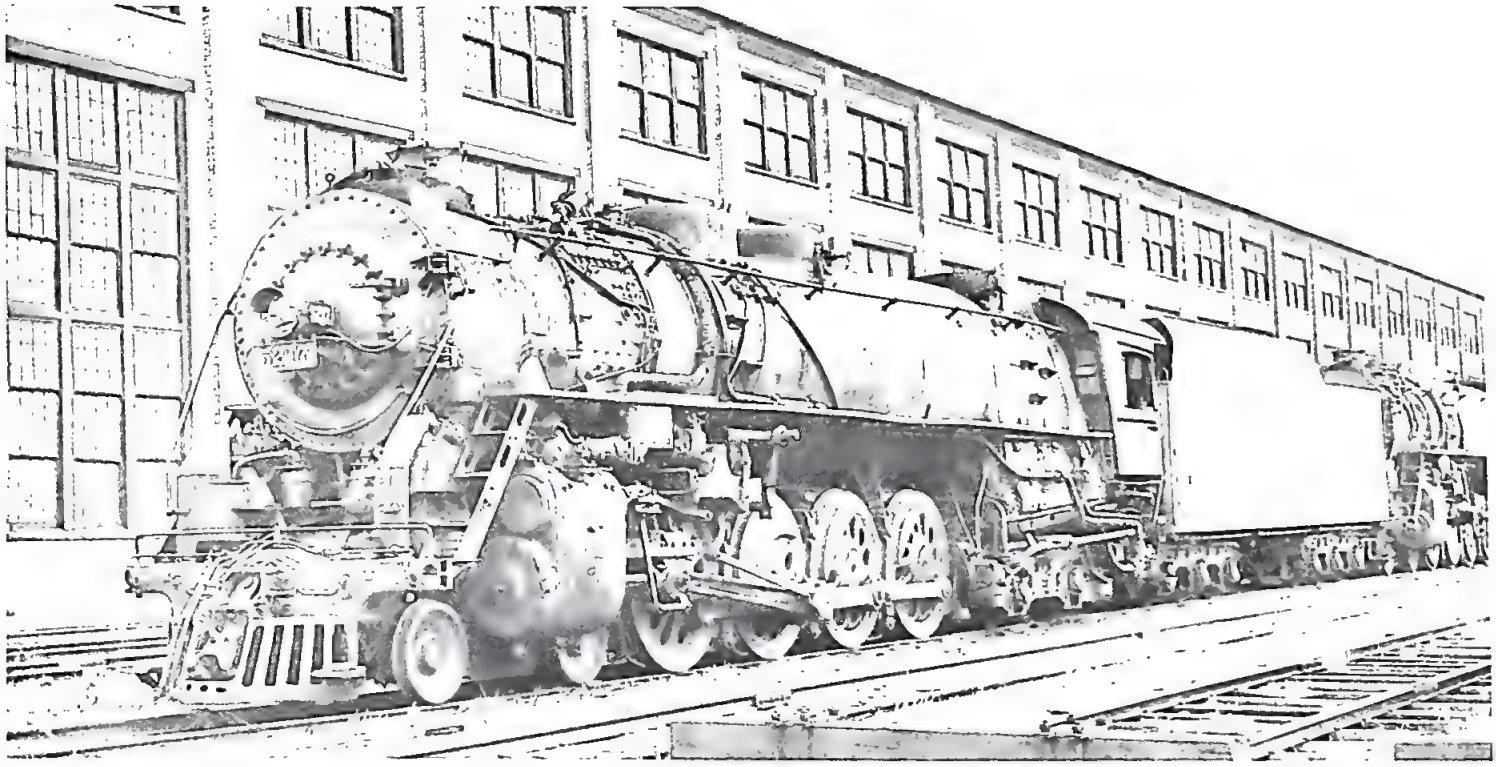


Some of the other types of locomotives used on the Lehigh are shown on these pages.

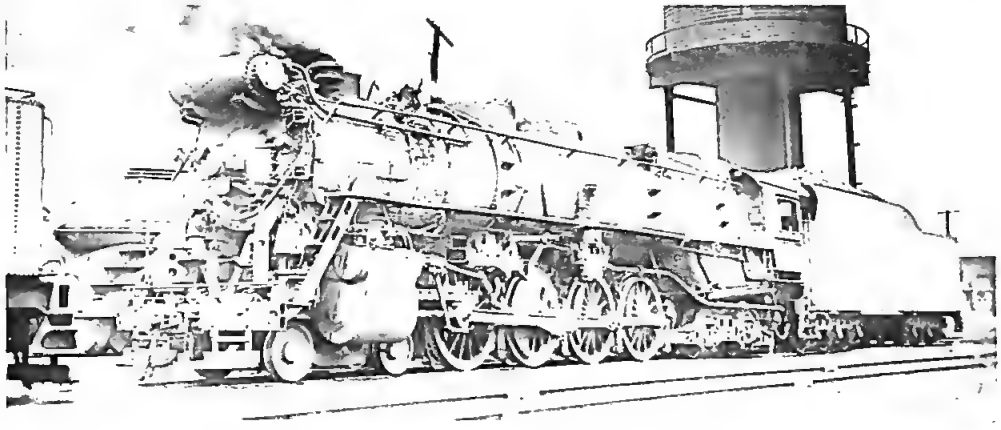
April 28, 1940 finds 2-8-2 #337, Class N-2, working at Niagara Junction in Depew, New York.

Most impressive of the newer Lehigh locomotives was the 4-8-2 Mountain type. On July 9, 1940, we find Class S-2 #5001 at Buffalo.

The age of steam ended September 14, 1951 when 2-8-2 #432 arrived in Delano, Pa., with a freight from Packerton.



Mightiest of all Lehigh steam locomotives were the late model Alco 4-8-4 Wyoming type. One of the most striking examples of modern steam power, #5217 sits along the Sayre shops on May 4, 1952, waiting for a recall to active service that never came. The engine, built in 1943, was scrapped five months after this picture was taken.



A large feedwater heater on the front adds to the impressiveness of this 4-8-4, #5204, a heavy freight locomotive.

A few years saw a drastic change in motive power following World War II. Here, a series of Alco FA-1s leave Sayre for the east on May 23, 1959. These "first generation" diesels have long since been retired.

By mid 1948 diesels had replaced the steamers on all mainline passenger trains. Squeezed between a declining coal market, due to increased use of oil and natural gas, and a rapidly rising cost of labor and materials, the Lehigh proceeded to buy diesels as fast as they could find the money. For their passenger service they selected the classic Alco-GE PA class locomotive with 2000 horsepower per unit. These were painted Cornell Red with black stripes to harmonize with the passenger cars.

Above we have the eastbound "Black Diamond" just leaving Wilkes Barre, Pennsylvania. Below we have the eastbound "Black Diamond" pulling into Sayre, Pennsylvania on March 16, 1958. Note the snow on the nose of locomotive picked up from spring blizzard in the Buffalo area.

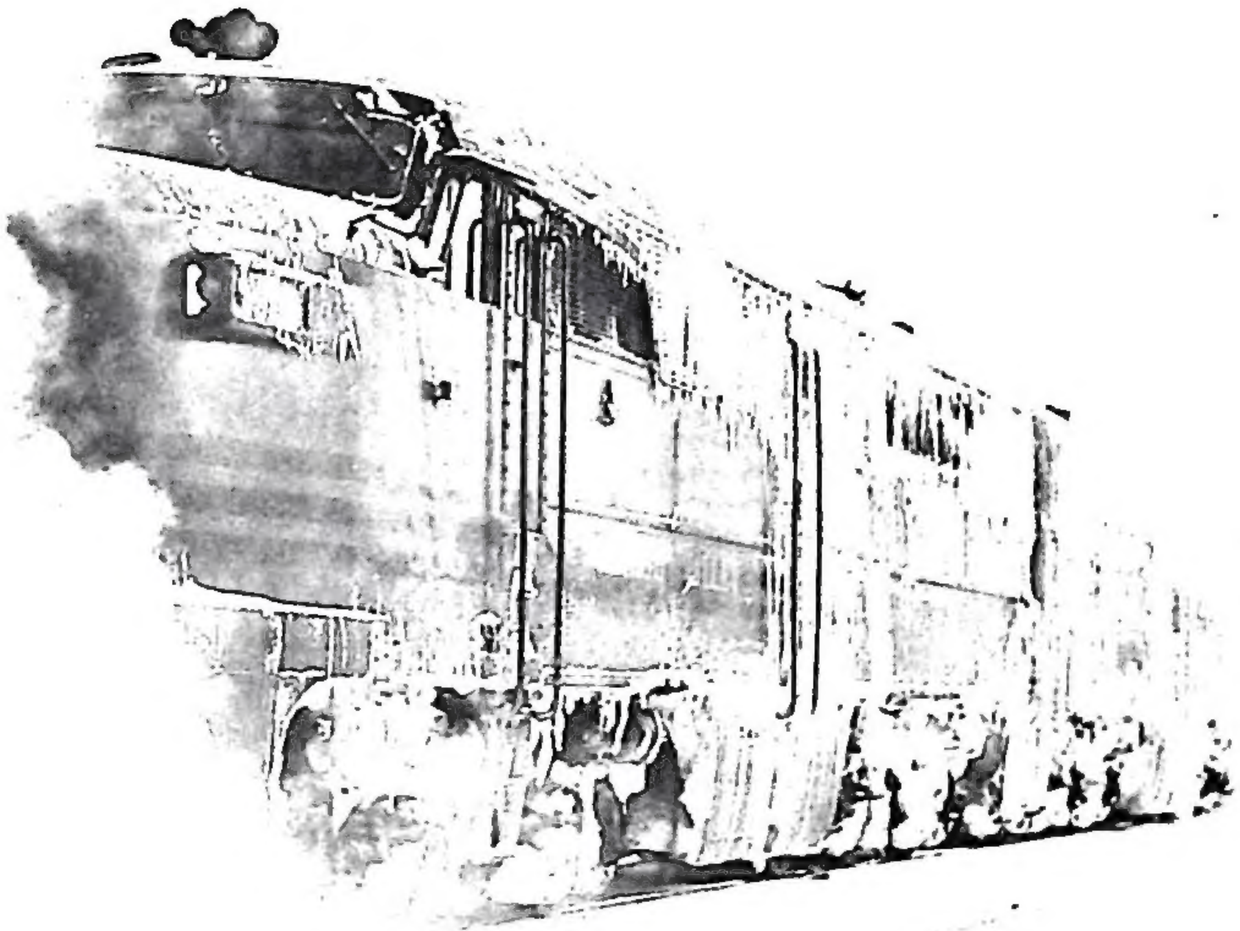
A bus load of school children were among the spectators to see the last Eastbound "Black Diamond" arrive and depart from Geneva. Mail was still being handled on the train up to the last day of service.

Automobiles and improved highways did little to encourage travel over "The Route of the Black Diamond" following World War II. By the same token, critics charged the Lehigh with deliberately discouraging riders by using shoddy equipment and not maintaining advertised schedules. The timetable called for an eight hour run from New York to Buffalo which, despite the mountainous and hilly country, could compete with the water level New York Central.

After considerable study, the Interstate Commerce Commission let the Lehigh drop the famous name train.

So, at 6:40 p.m., May 11, 1959, a sleek green Pennsylvania GG-1 electric locomotive eased a train of Cornell-red cars to a gentle stop at the high-level platforms of Penn Station in New York City. Ten minutes later and 448 miles away, a two-unit set of Alco diesels brought a similar train of cars to a stop in the new Lehigh Valley Railroad Station in Buffalo, ending a tradition that began on May 18, 1896.

Among the last riders on that day was Geneva banker, John Houston, seated. Conductor is unidentified.

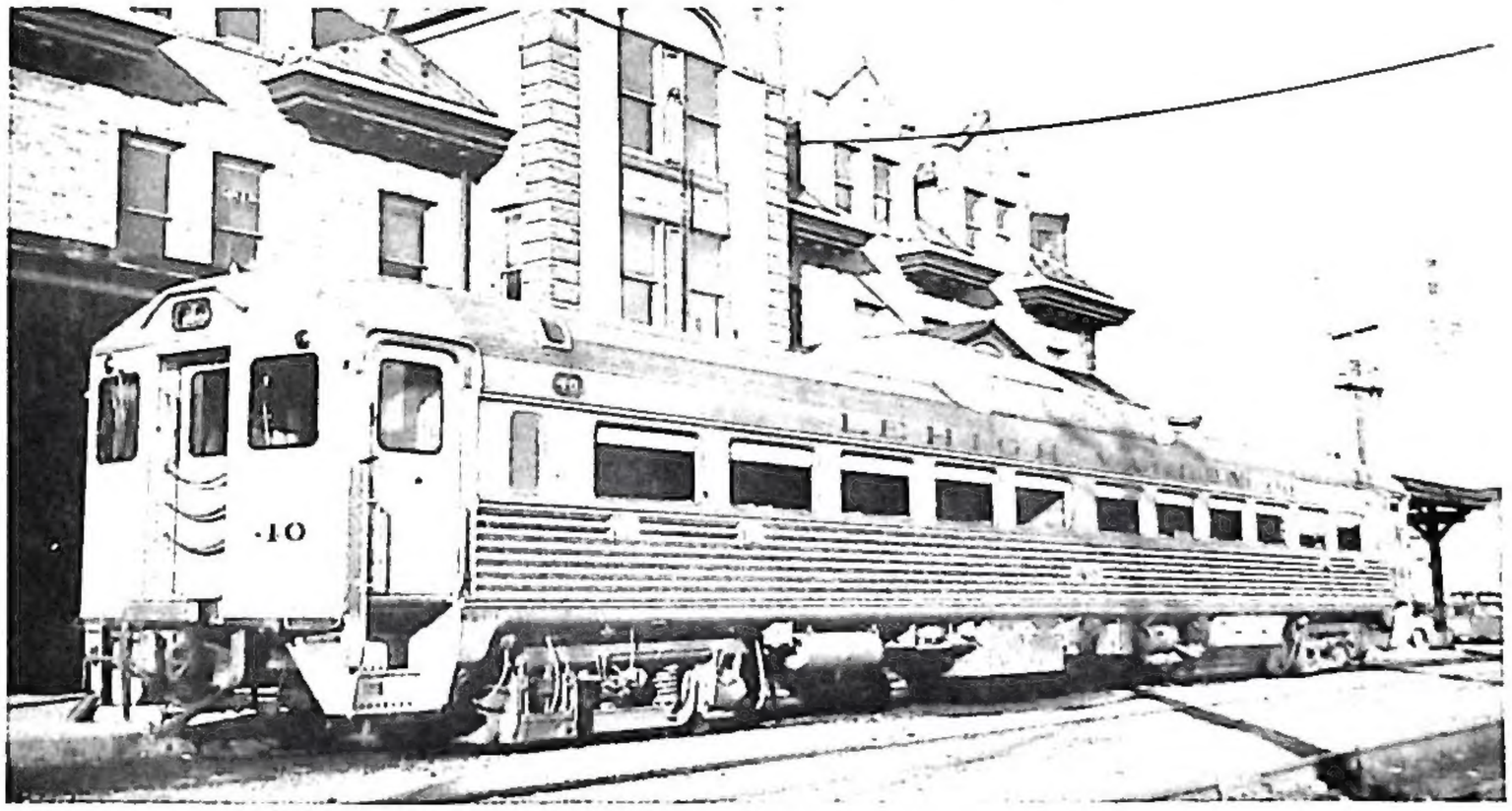


The last run of the "Maple Leaf" in the snow at Depew, New York. The Niagara Falls-Toronto section is on the right.

Passenger service continued for a time with the schedule as shown on the following page. The end came for all Lehigh Valley passenger operation on a snowy Saturday, February 4, 1961, when the westbound "Maple Leaf," #7, headed down the last mile into Buffalo. The Lehigh had the distinction for a while, of being the largest Class 1 railroad to become "Freight Service Only."

It was ironic that even in the late 1950's, one could still get last minute reservations in a 10-section-one drawing room sleeper, while the competitors were offering only modern roomettes and bedrooms. Many rail fans and sentimentalists preferred riding the somewhat antiquated Lehigh trains with their 900 series, 1914 vintage smokers, and the old section sleepers with names such as "Peace Tower," "Emerald Glade" and "Lake Ashley." Unfortunately the observation car was not retained during the last years of service for the scenic ride through the Alleghenies.

The Toronto section of the "Maple Leaf" met with the Buffalo section at Depew, New York where they were combined for the overnight trip to New York City.



Two Budd-built rail diesel cars were used on the run between Lehighton and Hazelton, Pa. Here, #40 is seen at Hazelton on October 25, 1956.

After service was ended, this car was sold to the Reading Railroad. The other unit was sold to the Canadian Pacific Railway.

LEHIGH VALLEY RAILROAD

Effective October 30, 1960

READ DOWN **READ UP** **EASTERN STANDARD TIME**

SERVING—New York, Philadelphia, Wilkes-Barre, Ithaca, Geneva, Buffalo, Toronto

Miles from New York	29 Daily Ex. Sun. & Hol.	39 Holidays Only ♦	7 Daily		STATIONS		8 Daily	28 Daily Ex. Sun. N
	PM	PM	PM		**New York:**		AM	AM
.....	5 33	6 20	7 55	.. Lv	Pennsylvania Station	.. Ar..	8 45	10 20
.....	5 16	6 00	B 7 42	.....	Hudson Terminal **NB**	.. Ar..	+ 8 57	+10 38
					Jersey City:			
.....1.0..	+ 5 19	+ 6 03	B+ 7 45	.....	Penna. Sta.—Exchange Place **NB**	.. Ar..	+ 8 54	+10 35
.....	+ 5 26	+ 6 10	B+ 7 52	.....	Journal Square **NB**	.. Ar..	+ 8 47	+10 28
.....	g 5 48	g 6 35	g 8 10	.....	**Newark**, Pennsylvania Station	.. Ar..	u 8 30	u 10 05
.....26.5..	6 18	7 03	8 38	.....	**South Plainfield**	.. Lv..	7 57	9 35
.....36.4..	f 6 30	.....	.....	.....	**Manville NB**	.....	.....	g 9 22
.....51.0..	6 47	7 28	9 03	.....	**Flemington Junction**	.. Lv..	7 31	9 06
.....77.0..	7 25	7 59	9 35	.. Lv..	**Easton** (*Lehigh River*)	.. Lv..	7 00	8 34
.....88.6..	7 42	8 15	9 52	.. Ar..	**Bethlehem**	.. Lv..	6 39	8 12
.....	3 00	D	5 00	.. Lv..	Washington P.R.R.	.. Ar..	11 45	4 15
.....	3 41	D	5 45	.. Lv..	Baltimore P.R.R.	.. Ar..	11 05	3 34
.....	4 41	D	6 48	.. Lv..	Wilmington P.R.R.	.. Ar..	10 04	2 33
.....	5 09	D	7 17	.. Ar..	Philadelphia P.R.R. (30th street Station)	.. Lv..	9 35	2 05
					Philadelphia:			
.....	5 42	D	8 05	.. Lv..	Reading Terminal (Rdg. Co.)	.. Ar..	G 8 45	C 12 27
.....	5 48	D	8 11	.. Lv..	North Broad Street "	.. Ar..	G 8 38	C 12 20
.....	5 54	D	8 16	.. Lv..	**Wayne Junction** ... "	.. Ar..	G 8 34	C 12 15
.....	.....	.....	8 25	.. Lv..	**Jenkintown** ..... "	.. Ar..	EG8 26	C 12 07
....88.6..	7 47	8 18	10 07	.. Lv..	**Bethlehem**	.. Ar..	6 26	8 12
....93.3..	7 55	8 28	10 15	.. Ar..	**Allentown**	.. Lv..	6 16	8 00
....93.3..	7 55	8 28	10 19	.. Lv..	**Allentown**	.. Ar..	6 12	8 00
....109.5..	8 18	8 47	.....	.....	**Slatington**	.. Lv..	.....	7 36
....119.1..	8 33	9 00	10 48	.. Ar..	**Lehighton**	.. Lv..	5 41	7 23
.....0.0..	♦ 8 36	♦ 9 03	e♦10 56	.. Lv..	**Lehighton NB**	.. Ar..	.....	♦ 7 13
.....3.6..	♦ 8 43	♦ 9 10	e♦11 04	.. Lv..	**Jim Thorpe NB**	.. Lv..	.....	♦ 7 06
.....16.7..	♦ 9 07	♦ 9 34	e♦11 28	.. Lv..	**Weatherly NB**	.. Lv..	.....	♦ 6 42
.....26.2..	♦ 9 23	♦ 9 56	e♦11 50	.. Ar..	**Hazleton NB**	.. Lv..	.....	♦ 6 20
....119.1..	.....	.....	10 53	.. Lv..	**Lehighton**	.. Ar..	5 31	.....
....176.0..	.....	.....	12 23	.. Ar..	**Wilkes-Barre**	.....	●	.....
....176.0..	.....	.....	12 33	.. Lv..	**Wilkes Barre** (*Susquehanna River*)	.....	●	.....
....271.0..	.....	.....	2 19	.. Lv..	**Sayre** (Athens-Waverly)	.. Lv..	2 25	.....
....307.1..	.....	.....	3 06	.. Lv..	**Ithaca**	.. Lv..	1 34	.....
....347.7..	.....	.....	4 03	.. Lv..	**Geneva**	.. Lv..	12 45	.....
....413.9..	.....	.....	5 36	.. Ar..	**Depew NB**	.. Lv..	11 21	.....
....413.9..	.....	.....	5 45	.. Ar..	**Buffalo, L. V. Terminal**	.. Lv..	11 50	.....
....436.7..	.....	.....	6 42	.. Ar..	**Suspension Bridge** (Niagara Falls, NY)	.. Lv..	11 20	.....
.....	.....	.....	7 25	.. Lv..	**Niagara Falls, Ont.** (C.N. Rys.)	.. Lv..	11 00	.....
.....	.....	.....	8 20	.. Ar..	**Toronto, Ont.** "	.. Lv..	7 50	.....
	PM	PM	AM				PM	AM

THE JOHN WILKES — THE MAPLE LEAF — THE JOHN WILKES — THE MAPLE LEAF — THE JOHN WILKES

"Hazleton Branch

REFERENCE NOTES

NB No checked baggage handled at this station. Baggage should be checked to or from nearest station where facilities are available.

\+ Hudson & Manhattan R.R. station.

♦ No checked baggage handled on this train.

● Does not run via Wilkes-Barre.

" Passengers to and from points on Hazleton Branch will transfer at Lehighton.

e Sundays only.

f Stops on signal to discharge revenue passengers from New York and Newark.

g Stops only to receive passengers.

u Stops regularly but only to discharge passengers.

B Six minutes earlier Sat., Sun. and Holidays.

C Leaves Bethlehem 10:40 A.M. daily except. Sundays and Nov. 24, Dec. 26 and Jan. 2

D Feb. 22 only, No. 39 will have connections as shown under No. 29.

E Mon. to Fri. stops to discharge revenue Pullman passengers from Sayre and points west. Reg. stop Sat. and Sun.

G Sats. arrives 33 minutes later.

N No checked baggage on this train on Holidays.

Trains 7 & 8

The Maple Leaf—Daily

Sleeping Cars —New York-Toronto

(Roomettes & Bedrooms) New York-Buffalo (Off No. 7, parked to 8 A.M.; for No. 8, open 9.30 P.M.) Philadelphia-Toronto

Coaches —New York-Toronto (reclining seats) New York-Buffalo Philadelphia-Bethlehem

Cafe-diner Lounge —New York-Lehighton

Parlor Grill Niagara Falls, Ont.-Toronto

Trains 28 & 29-39

The John Wilkes—Daily Ex. Sundays

Cafe-diner Lounge —New York-Lehighton

Coaches —New York-Lehighton Philadelphia-Bethlehem

HOLIDAYS

referred to in this timetable are:

November 24 December 26
January 2 February 22

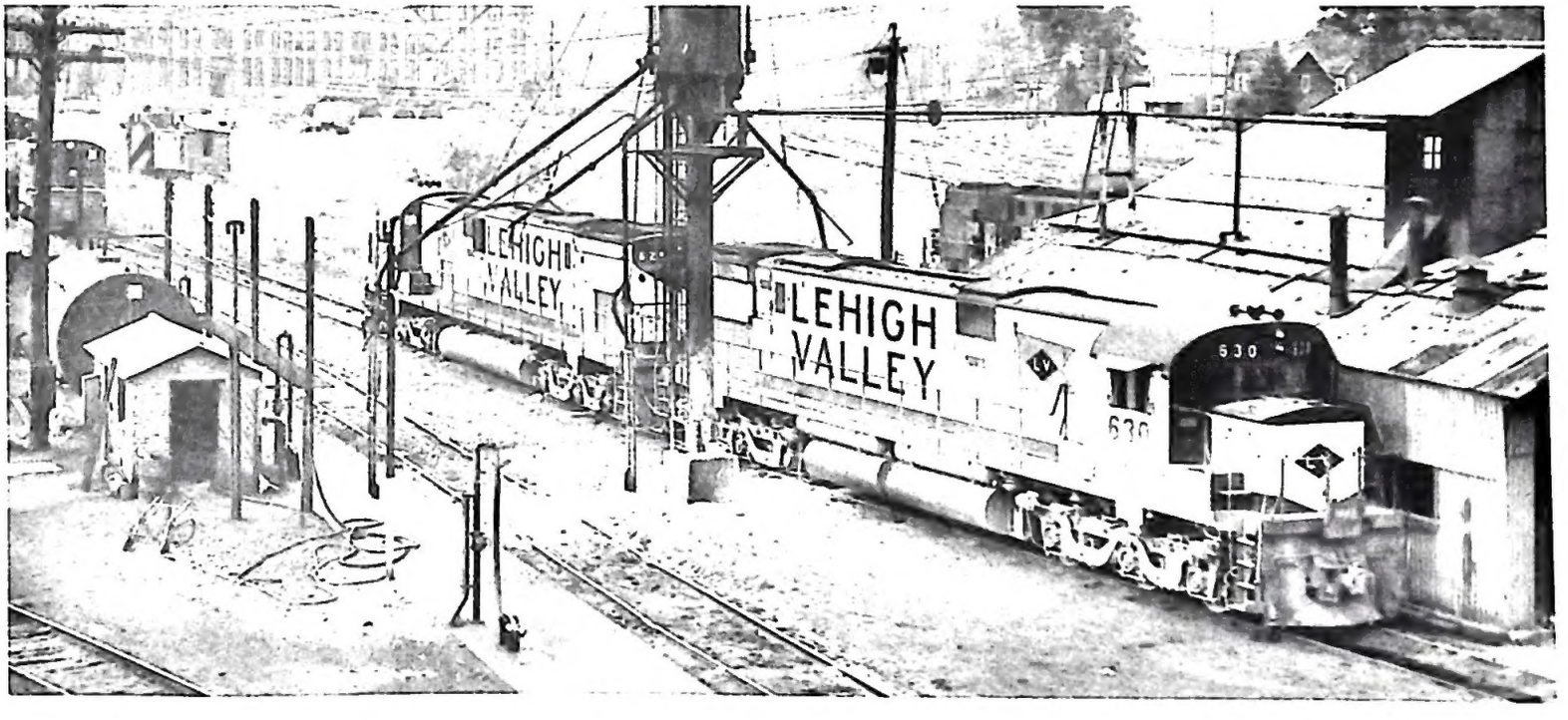
FORM 2

Family Plan and Group Economy Tickets available via Lehigh Valley RR

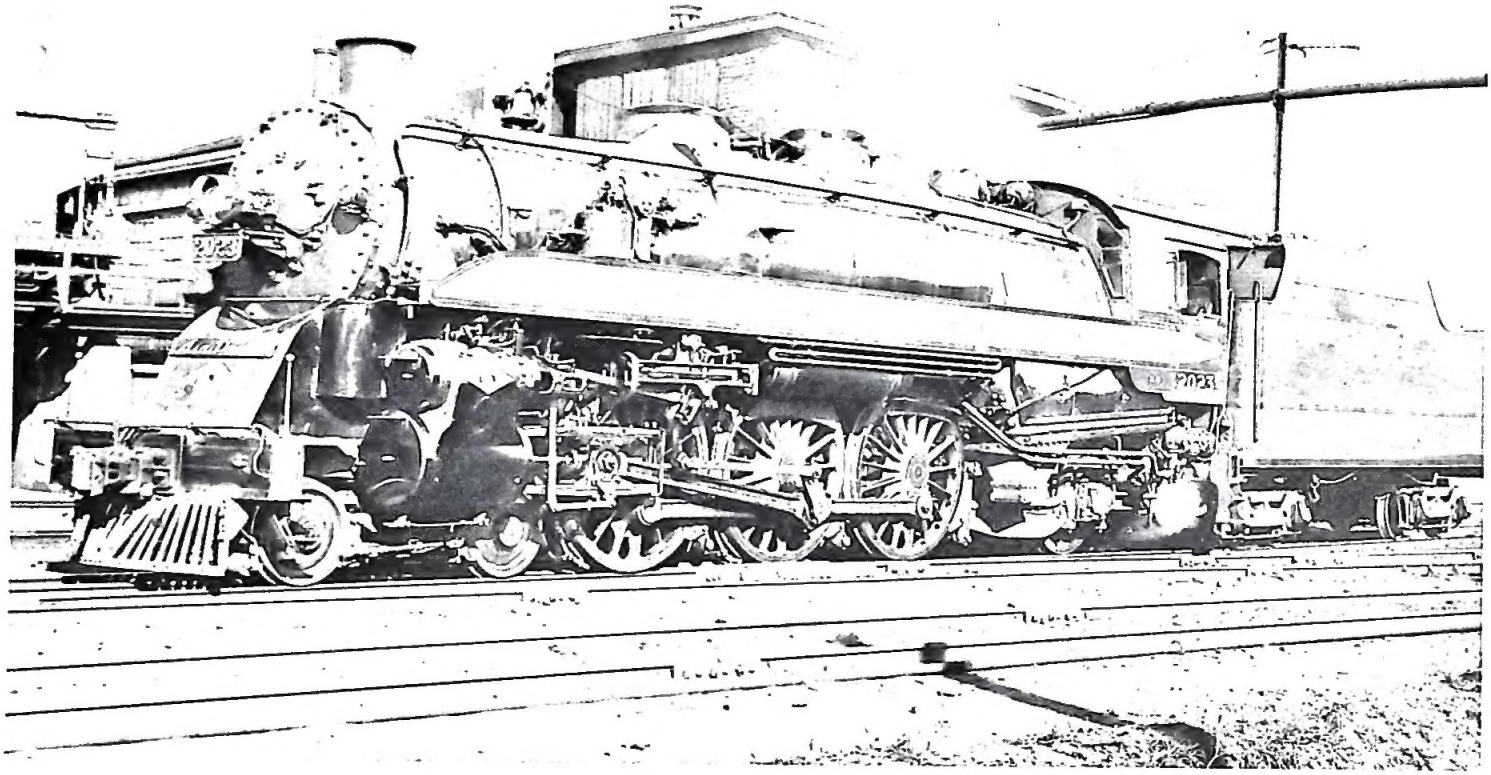
PRINTED IN U. S. A.

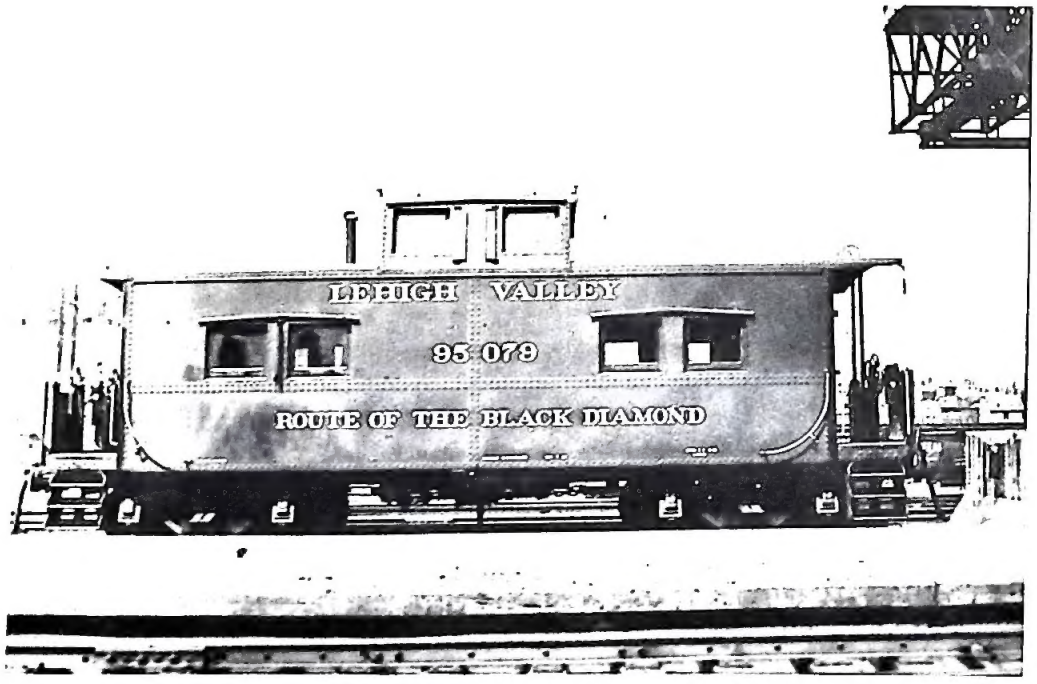
This was the last timetable issued by the Lehigh Valley Railroad. The rear of the table showed a connection with the Canadian National for trains to Montreal and a westbound only connection to Chicago by changing trains at Hamilton, Ontario. All of this remaining service was discontinued simultaneously in 1961.

The traditional "Binghamton turn" is shown passing through Owego on the Lackawanna, prior to switching over to Lehigh tracks, on its daily run from Sayre to Binghamton and a connection with the Delaware and Hudson Railroad. Alco FA-2, A and B units provide the power.



Today on the Lehigh Valley we find that a second generation of diesel locomotives have taken over. Here we find two Alco C-628, the largest units on the roster at 2750 horsepower each, awaiting a call on the ready track at Sayre. The shops are visible in the background, beyond an area where the steam roundhouse once stood.




LEHIGH VALLEY
95 079
ROUTE OF THE BLACK DIAMOND